

LEETRAN

MOBILE LEE (Transit Development Plan)

September 2016

Prepared for



Prepared by



Progress reports on this TDP will be due to FDOT each year. A major update to this TDP will be due to FDOT on September 1, 2021.



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TRANSIT DEVELOPMENT PLAN

Section 1: Introduction

The LeeTran Transit Development Plan (TDP) seeks to establish the vision for transit in Lee County over the next ten years. The development of the TDP visioning document is a requirement of the State of Florida Public Transit Block Grant Program. LeeTran uses Block Grant funds received from the Florida Department of Transportation (FDOT) for operating expenses. Major TDP updates must be submitted to the FDOT by September 1 of the year they are due. Major updates must be completed at least once every five years, covering a 10-year planning horizon. Each interim year, public transit providers report TDP achievements to FDOT through the submittal of annual progress reports.

Objectives of the Plan

State Requirements

According to Rule 14-73.001 of the Florida Administrative Code, the current TDP requirements include the following:

- Major updates must be completed at least once every five years, covering a 10-year planning horizon.
- A public involvement plan must be developed and approved by FDOT or be consistent with the approved Metropolitan Planning Organization's (MPO) public involvement plan. LeeTran will conduct all TDP public outreach activities consistent with the MPO's adopted plan.
- FDOT, the Regional Workforce Development Board, and the MPO must be advised of all public meetings where the TDP is presented and discussed, and these entities must be given the opportunity to review and comment on the TDP during the development of the mission, goals, objectives, alternatives, and 10-year implementation program.
- Estimation of the community's demand for transit service (10-year annual projections) using the planning tools provided by FDOT or a demand estimation technique approved by FDOT must be included.
- Inclusion of the farebox recovery ratio report and strategies implemented and planned to improve the farebox recovery ratio. The summary report must be submitted annually in compliance with Florida Statutes and House Bill 985.

The LeeTran TDP update will incorporate a common vision developed with input from the public, stakeholders, and local leaders to ensure that the plan can progress in a manner consistent with the goals of the community.

Identification of the Submitting Entity

Agency: Lee County Transit

Telephone Number: (239) 533-8726

Mailing Address: 3401 Metro Parkway, Fort Myers, FL 33901

Authorizing Agency

Representative: Steve Myers, Executive Director

**For further information about this plan, please contact:
Mr. Wayne Gaither, Planner, LeeTran, 3401 Metro Parkway,
Fort Myers, FL 33901
at (239) 533-0344**

Organization of Report

The LeeTran 10-Year TDP Major Update is comprised of ten sections, including this introduction. Each section is briefly described below.

Section 2 summarizes the **Baseline Conditions** that set the framework for discussing and developing the future of public transportation in Lee County. This includes a physical description of the study area, a population profile, and key demographics including employment and journey-to-work characteristics. It also includes a review of the major municipalities in Lee County and economic trends, including tourism information and major employers.

Section 3 reviews the **Existing Transportation Service Evaluation** using the most recent National Transit Database (NTD) data. This section also includes an inventory of the existing transit services within the county and ridership trends.

Section 4 summarizes public involvement activities that were undertaken as part of the TDP development process. Public involvement activities summarized in this section include the on-board transit survey and other activities that were completed as part of the TDP.

Section 5 includes a **Review of Local Plans and Documents**. Selected local plans were examined for relevance to current conditions. Pertinent regional and state plans were also considered in this process. Assessment of these plans help to identify and assess applicable federal and state policies as well as local community goals and objectives relating to transit and mobility.

Section 6 presents the **Situation Appraisal**, which reviews the current overall planning and policy environment within the county to better understand transit needs. The appraisal examines the strengths and weaknesses of the system as well as any existing threats to the provision of service in the county and key opportunities for addressing those threats and/or enhancing the transit-friendliness of the operating environment. Included in this section are reviews of existing socioeconomic trends, travel behavior, land use, public involvement, technology, and regional trends in transit.

Section 7 includes an analysis of **Potential Service Gaps and Latent Demand** using the Transit Orientation Index (TOI) and Density Threshold Assessment (DTA) Geographic Information System (GIS)-based analyses. The findings from this assessment are combined with the baseline conditions assessment and performance reviews to yield a building block for evaluating the transit needs over the next 10 years.

Section 8 includes **Goals and Objectives** to serve as a policy guide for implementation of the LeeTran 2017-2026 TDP. The existing goals and objectives were reviewed and updated based on input from the TDP Review Committee and the review of the local operating environment to match the goals of the local community with respect to transportation and land use.

Section 9 summarizes the potential **Transit Alternatives** developed as part of the development of this TDP Major Update using public, Review Committee, and LeeTran staff input and the results of various demand analyses.

Section 10 includes the 10-year **Financial Plan** for the LeeTran fixed-route bus service. The implementation plan identifies cost-feasible and unfunded needs. A summary of the operating and capital assumptions is also presented as part of the financial plan.

Table 1 is a list of TDP requirements from Rule 14-73.001. The table also indicates whether or not the item was accomplished in this TDP.

Table 1: TDP Checklist

Public Participation Process	Complete	Location
Public Involvement Plan (PIP) submitted and approved by FDOT at TDP initiation.	<input checked="" type="checkbox"/>	App. F
Comments solicited from Regional Workforce Board.	<input checked="" type="checkbox"/>	App. B
Notification provided to FDOT and Regional Workforce Board of TDP-related public meetings.	<input checked="" type="checkbox"/>	App. B
FDOT and Regional Workforce Board provided opportunity to review and comment during development of mission, goals, objectives, alternatives, and 10-year implementation program.	<input checked="" type="checkbox"/>	App. B
Time limit established for receipt of comments.	<input checked="" type="checkbox"/>	App. F
PIP and description of public involvement process documented in TDP.	<input checked="" type="checkbox"/>	App. F
Situation Appraisal		
Consideration of land use/development forecasts.	<input checked="" type="checkbox"/>	24
Consideration of state, regional, and local transportation plans.	<input checked="" type="checkbox"/>	103
Consideration of actions in areas such as parking, development, transit supportive design, etc.	<input checked="" type="checkbox"/>	116
Other governmental actions and policies.	<input checked="" type="checkbox"/>	118
Socioeconomic trends.	<input checked="" type="checkbox"/>	115
Organizational issues.	<input checked="" type="checkbox"/>	117
Technology.	<input checked="" type="checkbox"/>	118
10-year annual projections of transit ridership using approved model.	<input checked="" type="checkbox"/>	129/147
Assessment of whether land uses and urban design patterns support/hinder transit service provision.	<input checked="" type="checkbox"/>	116
Documentation of performance analysis (NTD data and peer review).	<input checked="" type="checkbox"/>	34
Documentation of feedback from community (on-board surveys and other communication).	<input checked="" type="checkbox"/>	84
Calculation of farebox recovery.	<input checked="" type="checkbox"/>	App. D
Mission and Goals		
Provider's vision.	<input checked="" type="checkbox"/>	131
Provider's mission.	<input checked="" type="checkbox"/>	131
Provider's goals.	<input checked="" type="checkbox"/>	131
Provider's objectives.	<input checked="" type="checkbox"/>	131
Alternative Courses of Action		
Development and evaluation of alternative strategies and actions.	<input checked="" type="checkbox"/>	135
Benefits and costs of each alternative.	<input checked="" type="checkbox"/>	136
Examination of financial alternatives.	<input checked="" type="checkbox"/>	136-148
Implementation Program		
10-Year implementation program	<input checked="" type="checkbox"/>	141
Maps indicating areas to be served	<input checked="" type="checkbox"/>	121/125
Maps indicating types and levels of service	<input checked="" type="checkbox"/>	146
Monitoring program to track performance measures	<input checked="" type="checkbox"/>	255
10-year financial plan listing operating and capital expenses	<input checked="" type="checkbox"/>	148
Capital acquisition or construction schedule	<input checked="" type="checkbox"/>	144
Anticipated revenues by source	<input checked="" type="checkbox"/>	152
Relationship to Other Plans		
TDP consistent with Florida Transportation Plan	<input checked="" type="checkbox"/>	104
TDP consistent with local government plan	<input checked="" type="checkbox"/>	105/106
TDP Consistent with regional transportation goals and objectives	<input checked="" type="checkbox"/>	105/106
Submission		
Presented to Lee County MPO Board September 16, 2016	<input checked="" type="checkbox"/>	App. E
Adopted by the Lee County Board of County Commissioners September 20, 2016	<input checked="" type="checkbox"/>	App. F
Submitted to FDOT by September 1, 2016 (Extension approved for submission by November 1, 2016)	<input checked="" type="checkbox"/>	App. F

Section 2: Baseline Conditions

This section summarizes the demographic conditions within LeeTran’s service area. A service area description, demographic characteristics, land use information, commuting patterns data, and roadway conditions are included. Information and data presented reflect the most recent data available. Sources used to complete the baseline conditions review include: the U.S. Census Bureau, University of Florida Bureau of Economic and Business Research (BEER), local government comprehensive plans, the Lee County Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan (LRTP), Florida Transportation Disadvantaged Commission, Lee County Economic Development, and the Lee County Visitors & Convention Bureau (VCB).

Service Area Description

Lee County is located on Florida’s southwest coast and is bordered on the north by Charlotte County, on the south by Collier County, on the east by Hendry County, and on the west by the Gulf of Mexico. Lee County is also adjacent to Glades County on the northeast. The county has approximately 785 square miles of land area. The land area has decreased from 804 square miles in 2000 to 785 square miles as of the 2010 Census, a decrease of approximately 2.4 percent. This area is known as a major tourist destination, with visitors attracted to the beaches and natural coastal habitats. Map 1 presents a physical representation of the county and its municipal areas.

Local municipalities in Lee County include Bonita Springs, Cape Coral, Estero, Fort Myers, Fort Myers Beach, and Sanibel. Estero recently became Lee County’s sixth municipality in 2014. Census-designated places in Lee County include Alva, Buckingham, Burnt Store Marina, Captiva, Charleston Park, Lehigh Acres, and North Fort Myers. There is one Metropolitan Statistical Area (MSA) within Lee County, the Cape Coral-Fort Myers MSA.

LeeTran Transit Development Plan



HENDRY CO.

Legend

Lee Tran Routes

- | | |
|---|---|
| Route 40 Cape Transfer Ctr./Coralwood Mall | Route 130 Edison Mall/Beach Park & Ride |
| Route 10 Edison Mall/Dunbar | Route 140 Merchants Crossing/Bell Tower |
| Route 15 Rosa Parks/Tice | Route 150 Bonita Grande/Lovers Key |
| Route 5 Edison Mall/Forum | Route 160 Pine Island/Coral... Mall |
| Route 20 Dunbar/Rosa Parks | Route 240 Coconut Point Mall/Bell Tower |
| Route 30 Bell Tower/ Camelot Isles | Route 410 Bowditch Park/Lovers Key |
| Route 50 Airport/Beach Park & Ride | Route 490 Beach Park & Ride/Bowditch Park |
| Route 60 San Carlos Park/Gulf Coast Town Ctr. | Route 500 River District/Trolley |
| Route 70 Rosa Parks/Cape Transfer | Route 515 Lehigh Acres Circulator |
| Route 80 Edison Mall/Bell Tower | Route 590 Merchants Crossing/Su... |
| Route 100 Rosa Parks/Riverd... | Route 595 Merchants Crossing/Po... Rd. |
| Route 110 Edison Mall/Lehigh | Route 600 Coconut Point/Immok... Rd |
| Route 120 Edison Mall/Cape Transfer | |

Lee County is known for its beaches and eco-tourism at various national, state, and local parks such as J.N. Ding Darling National Wildlife Refuge, Pine Island National Wildlife Refuge, Six Mile Cypress Slough Preserve, and Great Calusa Blueway Paddling Trail. Lee County is also home to Florida Gulf Coast University, Florida SouthWestern State College, PACE/Barry University, and several technical colleges.

Population Profile

The population in Lee County continues to grow with an increase of more than 50 percent from 2000 to 2014. Consistent with the population increase, the number of workers in Lee County has also increased by more than 50 percent over the same timeframe. According to the 2014 BEBR ranking of the top 100 most populous cities in Florida, Cape Coral ranked 10th and Fort Myers ranked 33rd. Table 2 presents the Lee County population characteristics for 2000, 2010, and 2014.

Table 2: Population Characteristics

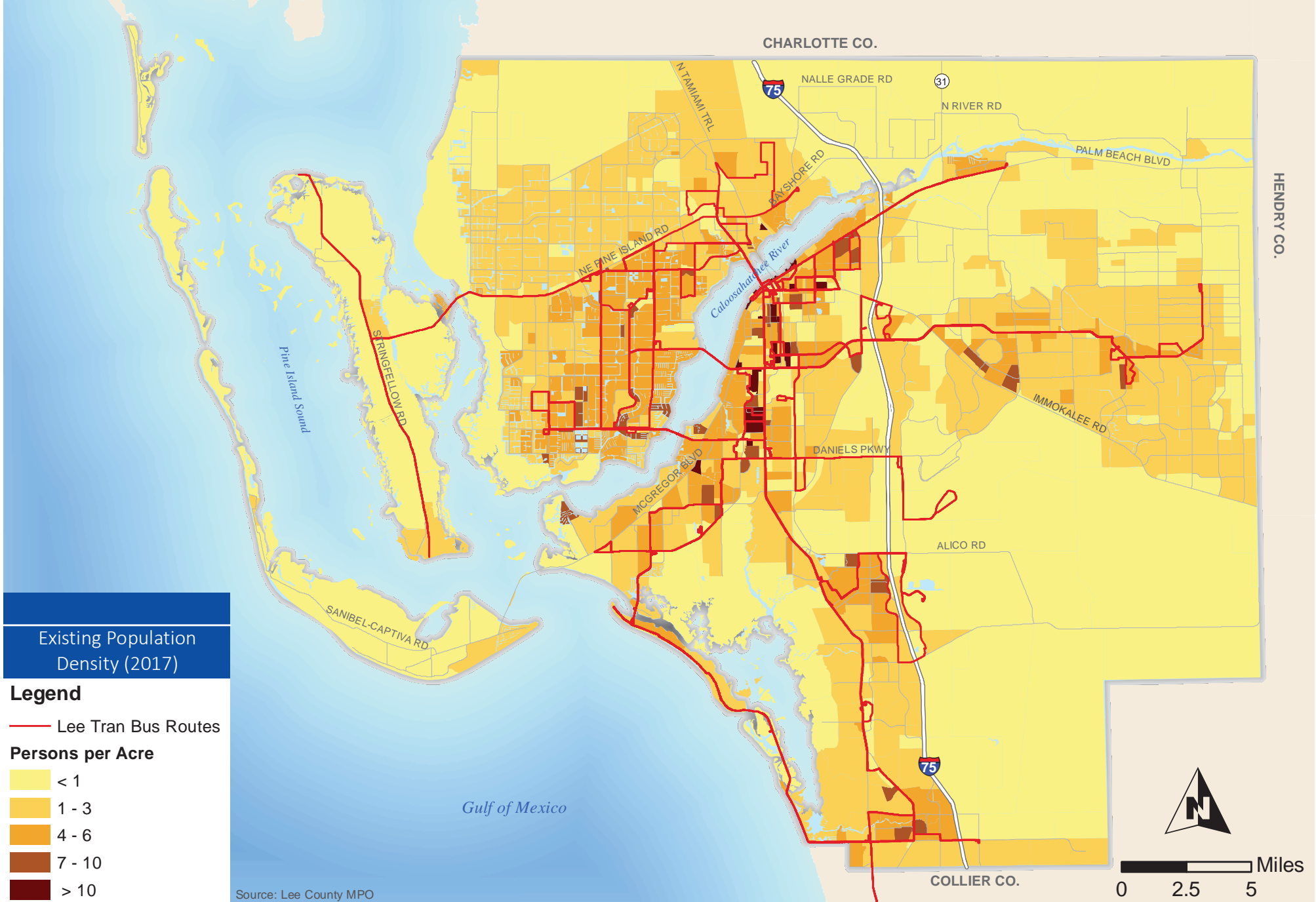
Population Data	2000		2010		2014		Percent Change (2000-2014)	
	Lee County	Florida	Lee County	Florida	Lee County	Florida	Lee County	Florida
Persons	440,888	15,982,824	618,754	18,801,310	679,513	19,893,297	54.12%	24.47%
Households	188,599	6,337,929	233,693	7,035,068	263,295	7,328,046	39.61%	15.62%
Number of Workers	177,278	7,221,000	273,902	7,865,975	278,917	8,636,223	57.33%	19.60%
Land Area (square miles)	803.6	53,926.8	784.5	53,624.8	784.5	53,624.8	-2.38%	-0.56%
Persons per Household	2.34	2.52	2.65	2.67	2.58	2.71	10.26%	7.54%
Workers per Household	0.94	1.14	1.17	1.12	1.06	1.18	12.77%	3.51%
Person per Sq. Mile of Land Area	548.6	296.4	788.7	350.6	866.2	371.0	57.89%	25.17%
Workers per Sq. Mile of Land Area	220.6	133.9	349.1	146.7	355.5	161.0	61.15%	20.24%

Source: 2000 and 2010 Census, 2014 ACS One-Year Estimate

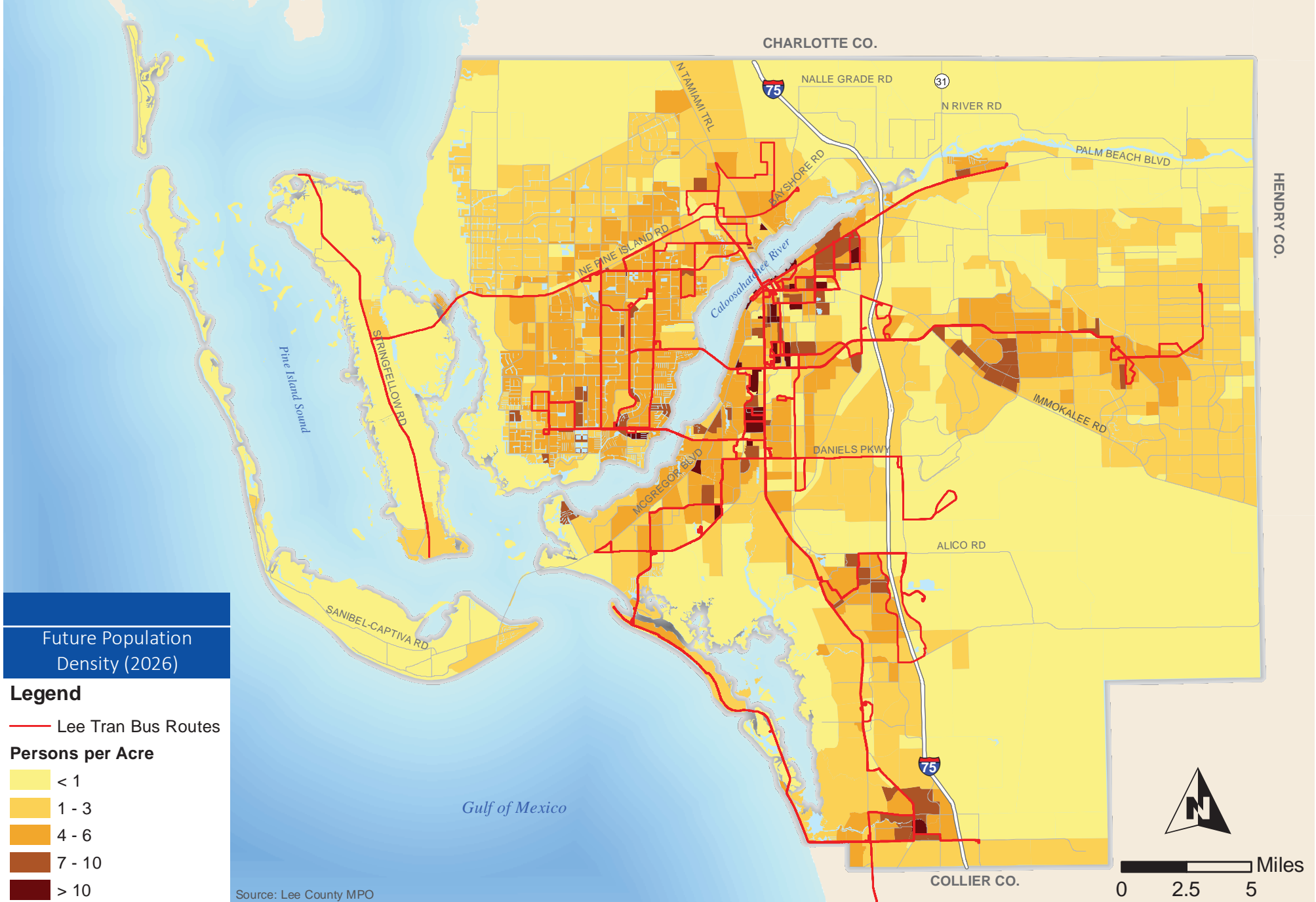
Maps 2 through 7 present the 2017 and 2026 population, employment, and dwelling unit densities by Census block group. Existing population densities are highest in the block groups located within Fort Myers and south along US 41, Cape Coral, Lehigh Acres along Immokalee Road, Bonita Springs along Bonita Beach Road, Iona/McGregor area along McGregor Boulevard, and the San Carlos area near Alico Road. Based on the 2026 population projections, densities are expected to increase in several of the areas with the existing higher densities, including Cape Coral, Lehigh Acres, and Bonita Springs.

Additional demographic maps were developed as part of the analyses and are presented in Appendix A of this technical memorandum.

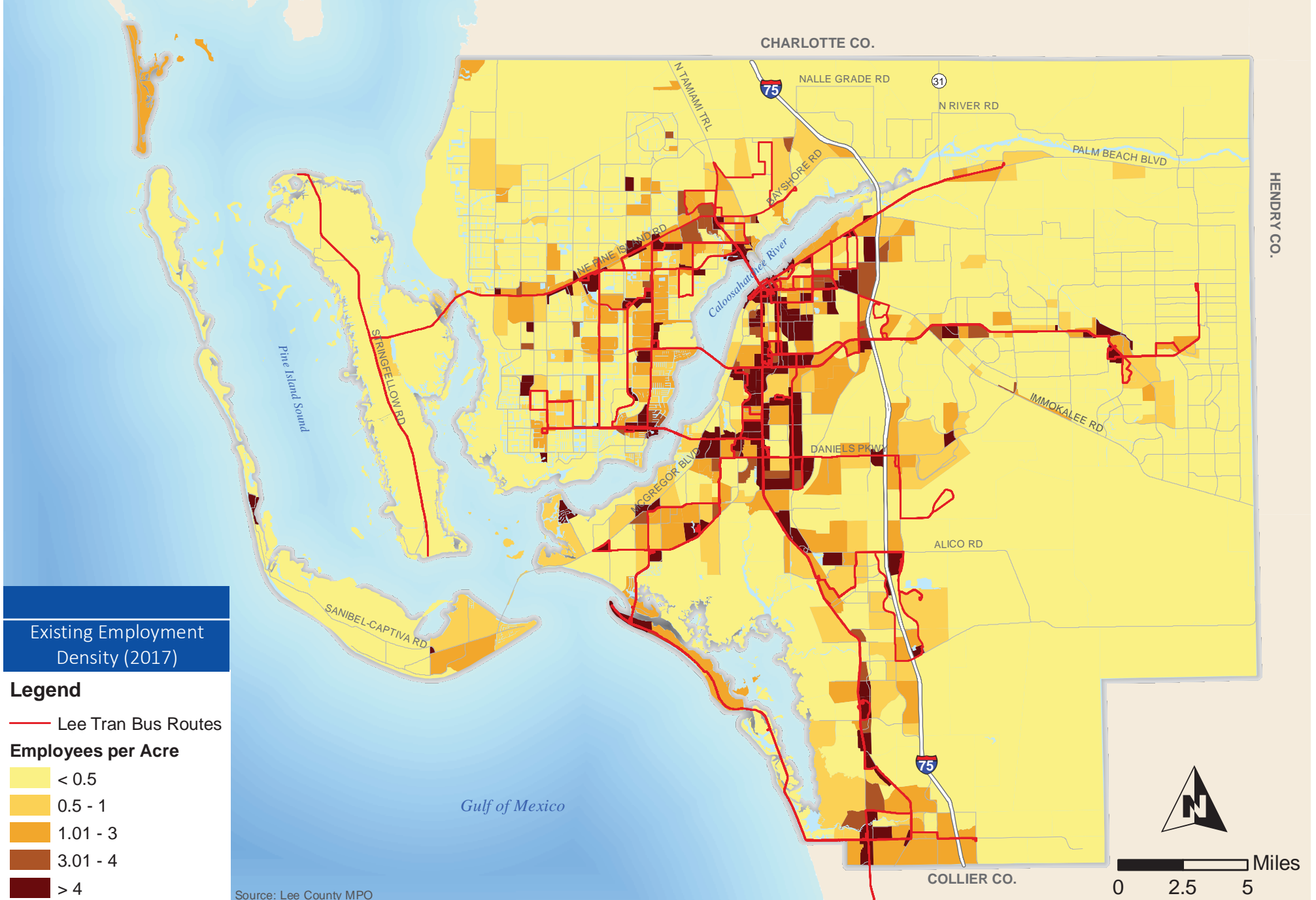
Lee Tran Transit Development Plan



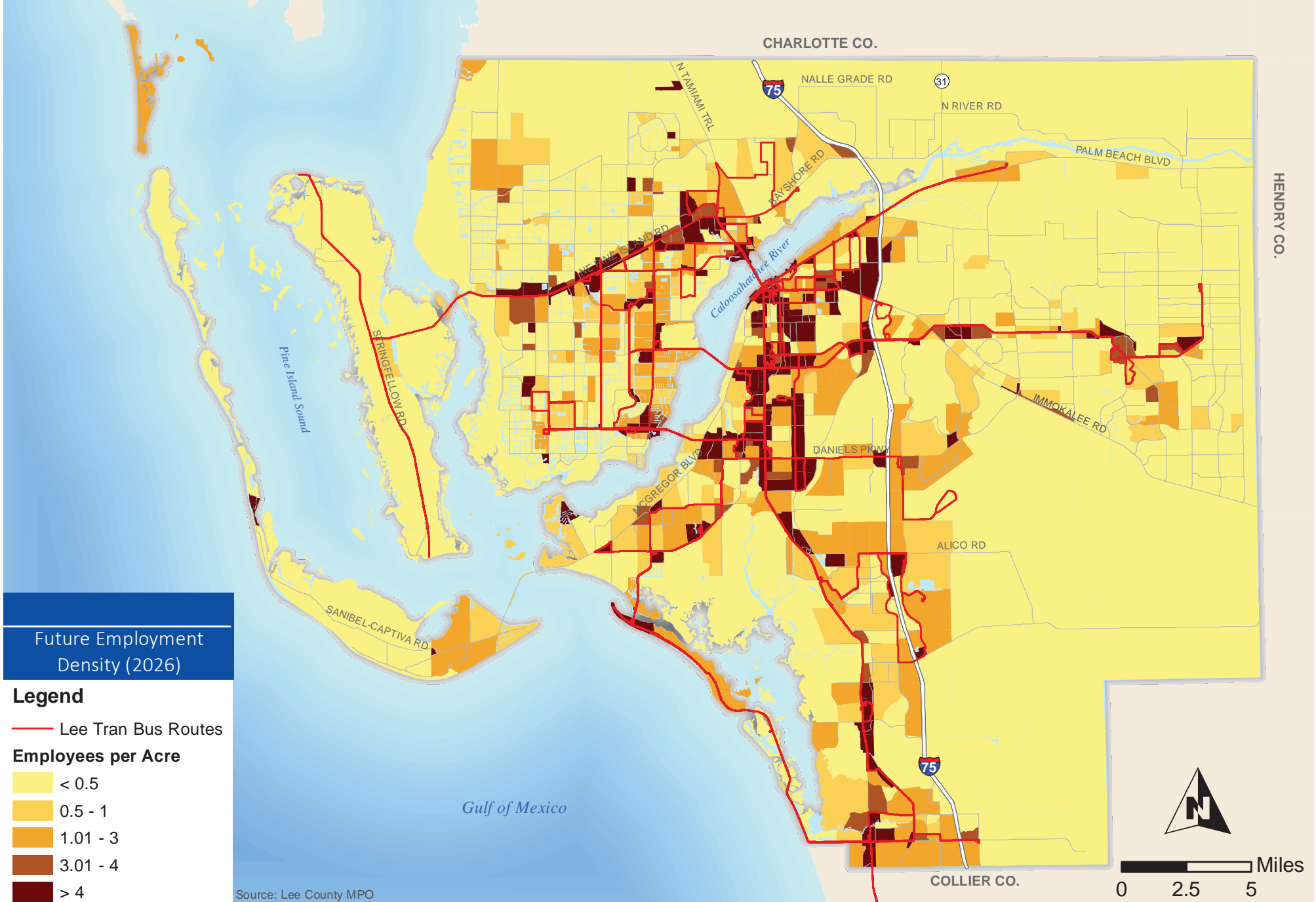
LeeTran Transit Development Plan



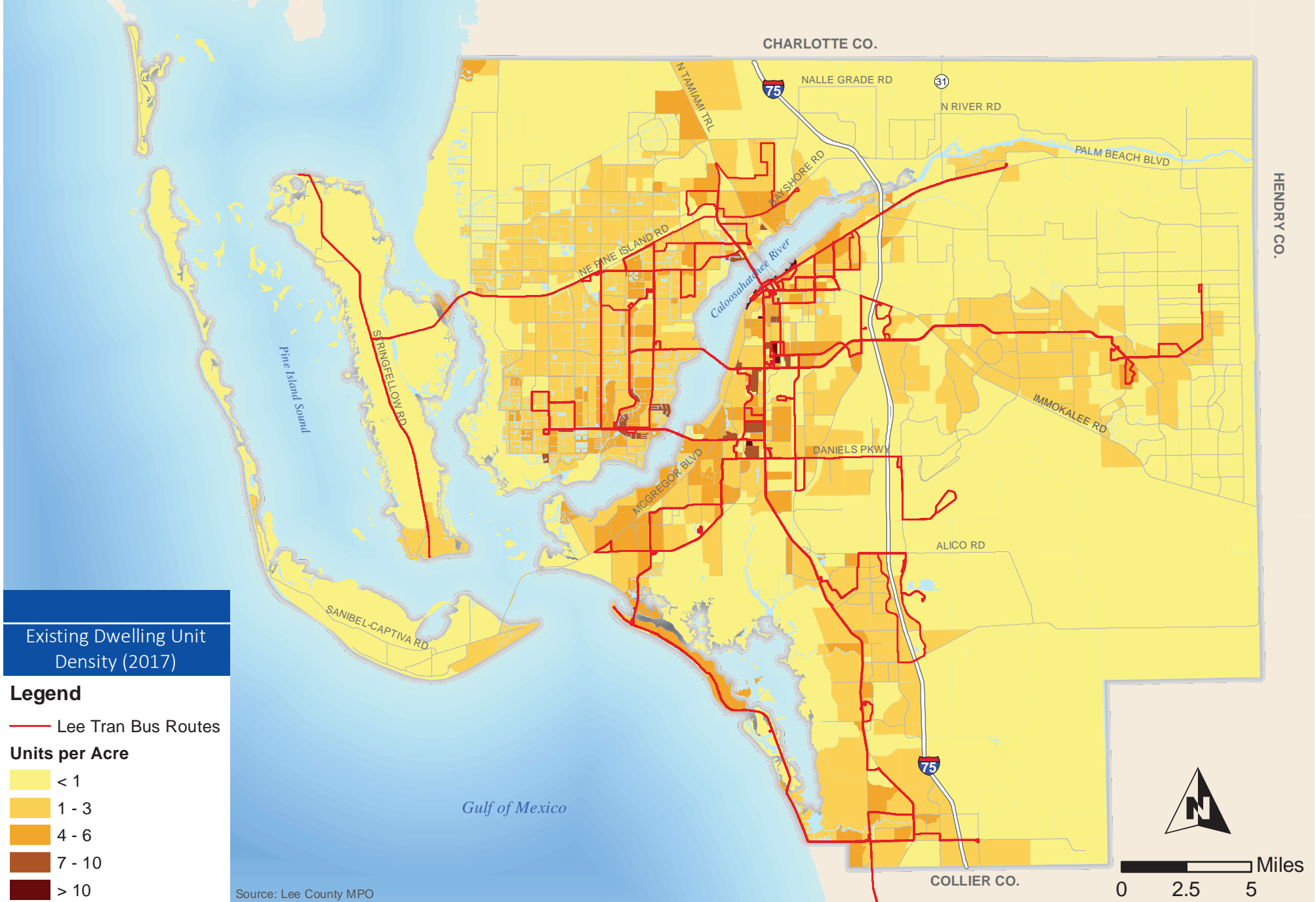
LeeTran Transit Development Plan



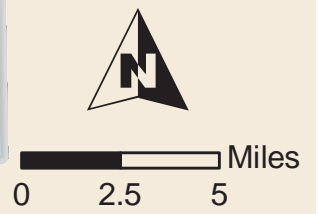
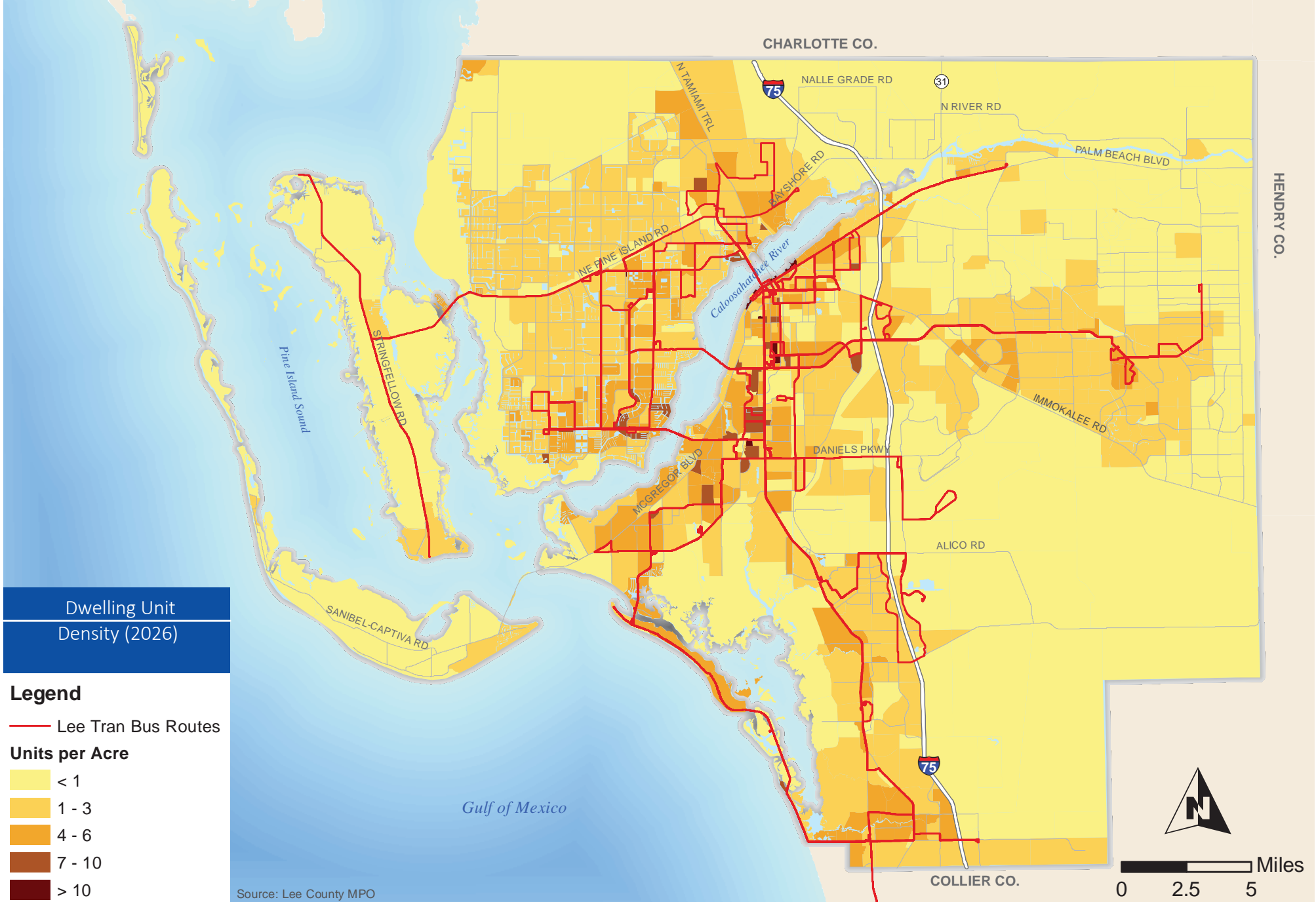
LeeTran Transit Development Plan



LeeTran Transit Development Plan



LeeTran Transit Development Plan



Existing employment densities are highest in the downtown Fort Myers area and south along US 41 and Metro Parkway, Fort Myers Beach, Shell Point, McGregor Boulevard, Captiva, Lehigh Acres, Cape Coral along Pine Island Road, South Cape Coral, Summerlin Road, Colonial Boulevard, Daniels Parkway, and Alico Road. The highest growth in employment density between 2017 and 2026 is expected to occur in the Fort Myers area, Lehigh Acres, and Cape Coral. Over the 10-year planning period, dwelling unit densities are expected to increase within the Fort Myers area, south Cape Coral, along US 41 in Estero, Bonita Springs, along Immokalee Road, and within Lehigh Acres. The projections indicate that Lee County’s rapid growth will not slow down over the 10-year planning period.

Community Profiles

This section presents demographic and existing condition profiles for Lee County’s major municipalities. To better understand the individual communities within the study area, the demographics and planning initiatives for those areas were reviewed and summarized.

Bonita Springs

Area Description

Bonita Springs is located between Naples and Fort Myers along the Lee and Collier County line. With approximately 47 square miles of land area, Bonita Springs has beach access points, industrial parks, golf courses, business headquarters, the Imperial River, and Lovers Key State Park.

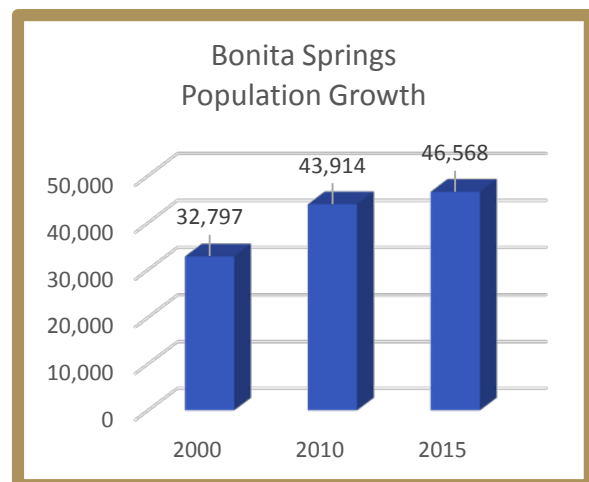
LeeTran routes 140 (Merchants Crossing/Bell Tower Shoppes), 150 (Bonita Grande/Lovers Key), 240 (Coconut Point Mall/Bell Tower Shoppes), and 600 (Coconut Point/Immokalee Road) operate within Bonita Springs. Routes 140, 240, and 600 meet at the Coconut Point Mall transfer location. The Route 600 also connects with Collier Area Transit routes at the Creekside transfer point in Collier County. In addition to the fixed-route services, the LeeTran Passport Americans with Disabilities Act (ADA) paratransit service is available within ¼-mile of the fixed routes and Good Wheels operates Transportation Disadvantaged (TD) and Medicaid transportation services throughout the county.

Demographics

The population in Bonita Springs continues to grow and has increased by 42 percent from 2000 to 2015. Based on 2015 forecasts prepared by ESRI and posted on the Lee County Economic Development website, there are approximately 21,769 households in Bonita Springs with a median household income of \$55,833. The median age is 56.7.

Local Planning Initiatives and Land Uses

The City of Bonita Springs has included policies in its Comprehensive Plan Transportation Element for coordination with LeeTran to encourage residents and visitors to use the trolley when visiting the beaches. The city distributes trolley schedules and plans to continue working with LeeTran for additional shelters, kiosks, and identification of a potential park-and-ride site. Bonita Springs also encompasses the study area for the Old US 41 Redevelopment Master Plan.



The master plan is a Town Center Concept Plan with transitional commercial, mixed-use, residential, government, hospitality, and recreational subareas.

Cape Coral

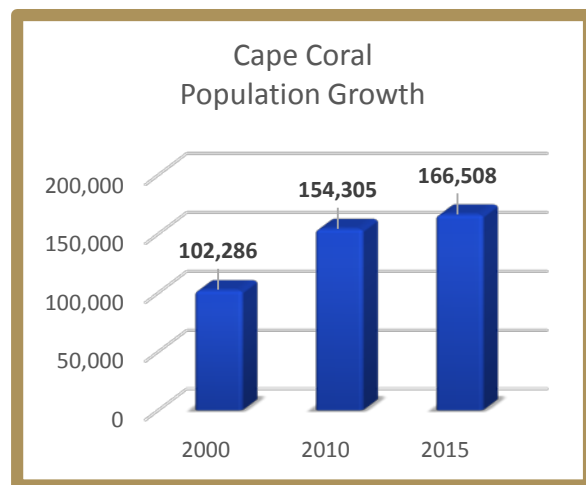
Area Description

The City of Cape Coral is located in the northern portion of Lee County and was built around 400 miles of canals. The city is comprised of waterways and 106 square miles of land area as of 2010, with a population per square mile of 1,460. Cape Coral is also surrounded by the Caloosahatchee River, recreational opportunities, and golf courses.

LeeTran operates six routes in Cape Coral (Routes 30, 40, 70, 120, 160, and 595), with the majority of the service operating south of Pine Island Road. LeeTran also operates ADA paratransit service within ¼-mile of the fixed-route service, Good Wheels services are available, and the Cape Coral Mini-Bus provides trips for the TD Cape Coral residents.

Demographics

The population in Cape Coral has increased by 63 percent from 2000 to 2015 based on Census and BEBR estimates. Based on the ESRI 2015 projections, there are approximately 64,163 households in Cape Coral with a median household income of \$51,370. The median age is 44.4.



Local Planning Initiatives and Land Uses

The city has included objectives in its comprehensive plan to coordinate with LeeTran for transit based on existing and proposed major trip generators and attractors and to support the transit program from the LRTP. Cape Coral also included language to provide incentives for the assembly of land and mixed-use developments that support the efficient and economical provision of public transit service. Policies have also been included to provide sidewalks with curb cuts, accessible transit stops, and to continue subsidizing the city’s mini-bus service.

Cape Coral has designated the investment zones to encourage development within those areas. The current investment zones are the North Cape Industrial Park, Mid Cape Industrial Park/Foreign Trade Zone, the Veterans Investment Zone encompassing the areas surrounding the Lee County Veterans Affairs Healthcare Center and the Cape Coral Army Reserve in northeast Cape Coral, Pine Island Road Corridor, South Cape Coral Community Redevelopment Area, the city center envisioned as the government office and professional business district.

Estero

Area Description

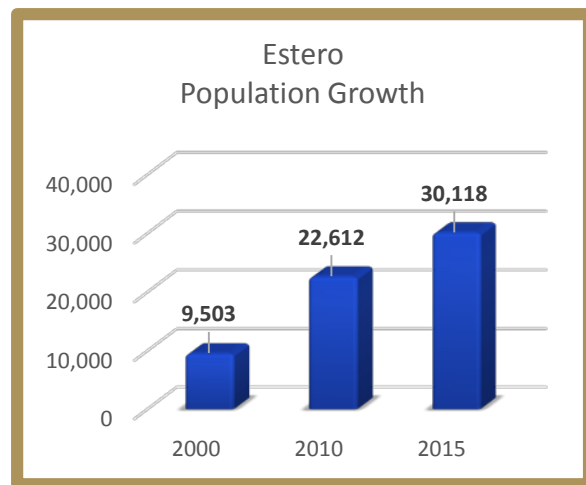
While the Town of Estero originally incorporated in 1904 and was later abolished in 1907, Estero incorporated as the Village of Estero in 2014 and is the newest city in Lee County. The village is bordered

on the west by Estero Bay, on the south by Bonita Springs, and on the north by South Fort Myers, the Iona/McGregor area, and the Gateway/Airport area. Some of the major attractors in Estero are the many golf courses, country clubs, and business headquarters including the Hertz worldwide headquarters, Estero Bay Preserve State Park, Koreshan State Historic Site, Germain Arena, the Miromar Outlets, and the Coconut Point Mall.

LeeTran operates four fixed-routes in Estero (Routes 60, 140, 240, and 600.) Passengers on the Route 600 may connect with the Collier Area Transit system at the Creekside Transfer Station along Immokalee Road in Collier County. LeeTran Passport service is also available within ¼-mile of the fixed-routes and Good Wheels provides TD service in the county.

Demographics

Estero has grown from a Census Designated Place with a population of 9,503 in 2000 to an incorporated village with an estimated 2015 population of 30,118, an increase of 217 percent. The village is comprised of approximately 20 square miles with a population per square mile of 1,130 in 2010. In 2015, the ESRI projections indicated that Estero has 15,041 households, with a median household income of \$60,126 and the median age is 60.2.



Local Planning Initiatives and Land Uses

The major planning initiatives for Estero include the recent village incorporation in 2014 and election of the village council.

Fort Myers

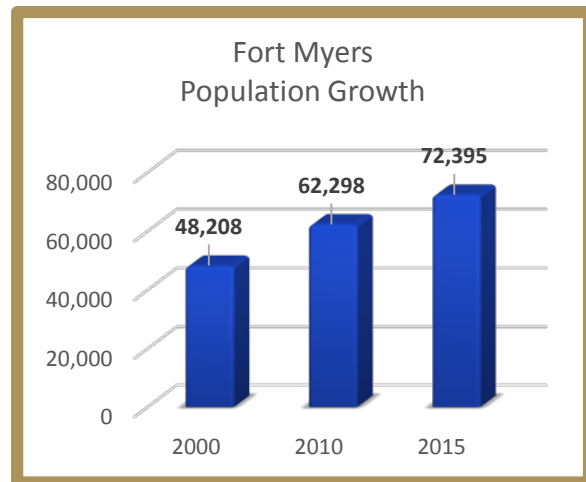
Area Description

Fort Myers is the county seat of Lee County. The city borders the Caloosahatchee River and hosts a number of cultural events. Major attractors in Fort Myers include the historic hub/River District, local government services, the Edison Mall, the Edison & Ford Winter Estates, Lee Memorial Hospital, Southside Industrial Park, Fort Myers Yacht Basin, Centennial Park, several colleges, country clubs, and a number of hotels.

Eleven LeeTran fixed-routes (Route 5, 10, 15, 20, 70, 80, 100, 110, 120, 130, and 140) and the Downtown River District Trolley operate within the Fort Myers area providing connections at transfer points and the Rosa Parks Transit Center. LeeTran Passport service is also available within ¼-mile of the fixed-routes and Good Wheels provides TD service in the city. In addition, the LeeTran headquarters are located in Fort Myers.

Demographics

The population in the City of Fort Myers has grown by 50 percent from 48,208 in 2000 to 72,395 in 2015. In 2010, the Fort Myers land area contained 40 square miles with a population per square mile of 1,559. According to the ESRI community profiles provided by the Lee County Economic Development Data Center, Fort Myers was projected to have 40,910 households with a median household income of \$36,772 and a median age of 36.7.



Local Planning Initiatives and Land Uses

The city is focusing on development/redevelopment projects within the Tax Increment Finance (TIF) and Community Redevelopment Agency (CRA) Districts, including Downtown Fort Myers, Dr. Martin Luther King, Jr. (MLK), East Fort Myers, Cleveland, and Central Fort Myers. The city is also offering grants for landscape and façade improvements within the CRA Districts and brownfield sites.

Fort Myers Beach

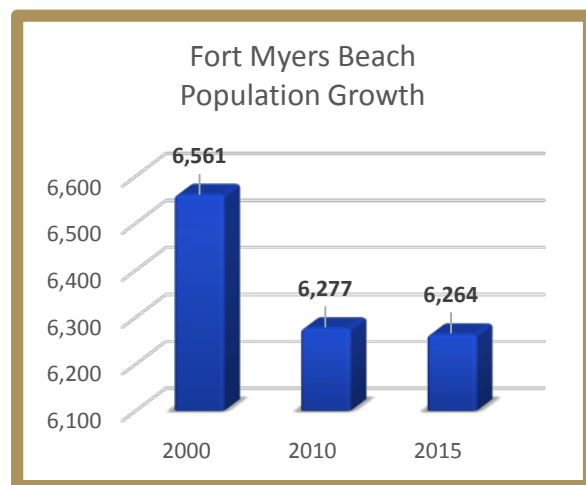
Area Description

Fort Myers Beach is situated on the barrier island of Estero Island. Major attractors include the beach along the Gulf of Mexico, many resorts, hotels, motels, Bowditch Point Park, Matanzas Pass Preserve, Bay Oaks Recreation Center, and the historic Mound House museum complex.

LeeTran operates the seasonal trolley Routes 410 and 490 along Fort Myers Beach during the winter and the trolley Route 400 during the off-season.

Demographics

The population in Fort Myers Beach has slightly declined from 6,561 in 2000 to 6,264 in 2015, an overall decrease of 4.5 percent. In 2010, the Town of Fort Myers Beach land area was approximately 3 square miles and the population per square mile was 2,263. According to the ESRI community profiles provided by the Lee County Economic Development Data Center, the beaches and barrier islands are projected to have 28,403 households with a median household income of \$54,387 and a median age of 64.7.



Local Planning Initiatives and Land Uses

More recent planning discussions in the city have focused on development and water quality issues.

Sanibel

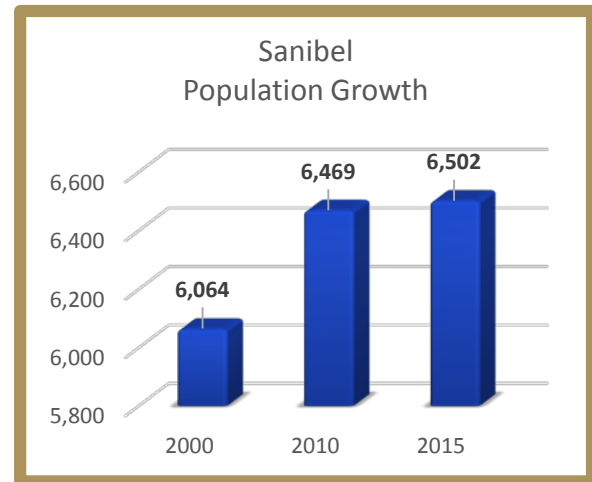
Area Description

Sanibel is located on a barrier island most well-known for its shell beaches and wildlife refuges. More than half of the island is made up of J.N. “Ding” Darling National Wildlife Refuge. In addition to the beaches and wildlife refuges, major attractors on the island include art galleries, restaurants, and resorts.

LeeTran’s fixed-route transit service currently does not operate on Sanibel. However, private transportation providers are available.

Demographics

The population in Sanibel has slightly increased from 6,064 in 2000 to 6,502 in 2015, an overall increase of 7 percent. In 2010, the Sanibel land area was approximately 16 square miles and the population per square mile was 401. According to the ESRI community profiles provided by the Lee County Economic Development Data Center, the beaches and barrier islands are projected to have 28,403 households with a median household income of \$54,387 and a median age of 64.7.



Local Planning Initiatives and Land Uses

Local planning initiatives in Sanibel include water quality and traffic mitigation.

Demographic and Journey-to-Work Characteristics

Table 3 lists some of the demographical characteristics of Lee County and the State of Florida based on 2014 ACS data. The table shows that proportions of male and female residents in Lee County closely mirror the gender distribution for the entire state. Lee County’s population is 85 percent white with 80 percent not being of Hispanic or Latino origin. The majority of the population is between the ages of 35 to 64, similar to the demographics of Florida. The educational level of those 25 years and older are also similar in comparison to the state, with 36.4 percent of Lee County residents obtaining some level of a degree from an Associate degree to professional school compared to 36.9 percent of Florida residents. Approximately 28 percent of Lee County households earn \$75,000 or more which is slightly lower than the Florida average of 29.5 percent. However, a greater percentage of Lee County residents own one or more vehicles in comparison to Florida, 94.9 percent and 93.1 percent, respectively. Similar to the state, approximately 84 percent of Lee County’s population is above the poverty level. However, only 49 percent of the labor force was employed in 2014, denoting the older population with sources of income not directly from current employment.

Table 3: Demographic Characteristics, Lee County (2014)

	Characteristics	Lee County	Florida
Gender	Male	49.0%	48.9%
	Female	51.0%	51.1%
Race	White	85.1%	76.0%
	Black or African American	8.9%	16.2%
	Other	6.0%	7.8%
Ethnicity	Not of Hispanic/Latino origin	80.4%	75.9%
	Hispanic or Latino origin	19.6%	24.1%
Age	<15 years	15.40%	16.80%
	15–34 years	21.2%	25.2%
	35–64 years	37.1%	38.9%
	65+ years	26.3%	19.1%
Educational Level (25 years and over)	Less than 9th grade	5.6%	5.2%
	9th–12th grade, no diploma	8.1%	7.6%
	High school graduate	30.4%	29.6%
	Some college, no degree	19.5%	20.7%
	Associate degree	10.0%	9.7%
	Bachelor degree	16.8%	17.4%
	Professional school, Master's or Doctorate	9.6%	9.8%
Household Income	Under \$10,000	7.00%	7.90%
	\$10,000–\$14,999	5.00%	5.50%
	\$15,000–\$24,999	12.00%	12.10%
	\$25,000–\$34,999	11.10%	11.60%
	\$35,000–\$49,999	15.80%	15.10%
	\$50,000–\$74,999	20.70%	18.30%
	\$75,000–\$99,999	11.00%	10.80%
	\$100,000 or more	17.40%	18.70%
Poverty Status	Above poverty level	83.7%	83.5%
	Below poverty level	16.3%	16.5%
Auto Ownership by Household	No vehicle available	5.1%	6.9%
	One vehicle available	45.4%	41.2%
	Two vehicles available	38.6%	38.2%
	Three or more vehicles available	10.9%	13.7%
Labor Force	% of population in labor force	53.0%	58.6%
	% of labor force employed	49.2%	53.6%

Source: 2014 ACS One-Year Estimate

Table 4 shows the majority of Florida residents work inside the state, with 86 percent of Lee County residents working and living within Lee County. The mode share for transportation to work using alternatives to the single-occupancy vehicle are fewer for Lee County in comparison to the state, with only about one percent of Lee County residents either walking or using public transportation to access employment. In addition, the commute times in Lee County are higher than the state average, with nearly 42 percent of the residents travelling 30 minutes or more to work.

Table 4: Journey-to-Work Characteristics, Lee County (2014)

Characteristics	Lee	Florida
Place of Work		
Worked in Florida State		98.8%
Worked inside county of residence	86.1%	
Worked outside county of residence	11.9%	
Worked outside Florida State	2.0%	1.2%
Means of Transportation to Work (Workers 16 years and over)		
Car, truck, or van – drove alone	81.5%	79.7%
Car, truck, or van – carpooled	8.5%	9.1%
Public transportation	0.9%	2.1%
Walked	0.9%	1.4%
Other means	2.9%	2.3%
Worked at home	5.3%	5.4%
Travel Time to Work (Workers 16 years and over who did not work at home)		
Less than 10 minutes	8.1%	9.4%
10–14 minutes	12.4%	12.3%
15–19 minutes	16.0%	15.6%
20–24 minutes	15.4%	16.5%
25–29 minutes	6.2%	6.8%
30 or more minutes	41.9%	39.4%

Labor Force and Employment

Table 5 presents the most recent available employment data for Lee County and the State of Florida; therefore, the data only represents a snapshot of the employment trends. As shown in the table, Lee County’s unemployment rate is slightly lower than the state at 4.3 percent. The unemployment rate in Lee County continues to decrease from 4.7 percent in January 2016 and 5.1 percent in February 2015. Similar trends are occurring in the state, with the unemployment rate having decreased from 5.1 percent in January 2016 and 5.6 percent in February 2015.

Table 5: Labor Force Statistics (February 2016), Not Seasonally Adjusted

Area	Labor Force	Number Employed	Number Unemployed	Unemployment Rate
Lee County	327,216	313,043	14,173	4.3%
Florida	9,721,773	9,264,208	457,565	4.7%

Source: Labor Market Statistics, Local Area Unemployment Statistics Program.

Travel Patterns

An analysis of commuting patterns for Lee County residents and employees was completed using the U.S. Census Bureau, Center for Economic Studies, On the Map tool. As shown in Table 6, the comparison of 2008 and 2014 data indicates that the total number of Lee County residents in the labor force increased by 10.5 percent. The distribution of counties where Lee County residents work increased for all counties, with 30 percent more residents commuting to Charlotte County for work, 29 percent more residents commuting to Miami-Dade County for work, and 27 percent more residents commuting to Broward County. The majority of Lee County residents continue to work and live in Lee County, followed by Lee County residents that commute to “Other” and Collier County for employment. “Other” includes those counties that are not in the top 10 employment locations listed in the table.

Table 6: County of Work for Workers Residing in Lee County, 2008 and 2014

Lee County Residents		Lee County (2008)		Lee County (2014)		Percent Change (2008-2014)
		# of Workers	% Distribution	# of Workers	% Distribution	
County of Work	Lee County	133,519	63.9%	145,470	63.0%	9.0%
	Collier County	19,161	9.2%	21,792	9.4%	13.7%
	Miami-Dade County	5,052	2.4%	6,528	2.8%	29.2%
	Hillsborough County	6,129	2.9%	6,292	2.7%	2.7%
	Broward County	4,988	2.4%	6,339	2.7%	27.1%
	Palm Beach County	3,991	1.9%	4,547	2.0%	13.9%
	Orange County	4,477	2.1%	4,673	2.0%	4.4%
	Sarasota County	3,755	1.8%	4,016	1.7%	7.0%
	Pinellas County	3,761	1.8%	3,988	1.7%	6.0%
	Charlotte County	2,851	1.4%	3,709	1.6%	30.1%
	Other	21,196	10.1%	23,439	10.2%	10.6%
	Total	208,880	100.0%	230,793	100%	10.5%

Source: “On the Map” online application, all jobs.

An analysis was also completed to review where Lee County’s labor force resides to determine if the percentage of the county’s workers live in Lee County as well as the top neighboring counties where the county’s employees live. The results of the analysis are shown in Table 7 with similar results to those presented in Table 6. The majority of Lee County’s labor force both live and work in Lee County. Following Lee County, the highest distribution of employees commute to Lee County for employment and reside in

“Other” and Collier County. “Other” includes those counties that are not included in the top 10 locations listed in the table.

Table 7: Commuting from Neighboring Counties to Lee County, 2008 and 2014

County of Work		Lee County (2008)		Lee County (2014)		Percent Change (2008-2014)
		# of Workers	% Distribution	# of Workers	% Distribution	
County of Residence	Lee County	133,519	67.5%	145,470	67.6%	9.0%
	Collier County	11,774	6.0%	15,019	7.0%	27.6%
	Charlotte County	6,088	3.1%	6,680	3.1%	9.7%
	Miami-Dade County	5,762	2.9%	5,318	2.5%	-7.7%
	Palm Beach County	4,571	2.3%	4,757	2.2%	4.1%
	Broward County	5,260	2.7%	4,754	2.2%	-9.6%
	Hillsborough County	3,750	1.9%	3,559	1.7%	-5.1%
	Sarasota County	2,946	1.5%	3,107	1.4%	5.5%
	Pinellas County	2,411	1.2%	2,551	1.2%	5.8%
	Manatee County	2,278	1.2%	2,466	1.1%	8.3%
	Other	19,339	9.8%	21,534	10.0%	11.4%
	Total	197,698	100.0%	215,215	100%	8.9%

Source: “On the Map” online application, all jobs.

Lee County Economic Trends

Major Employers

The largest employers in Lee County are shown in Table 8. More than 10,000 people are employed by Lee Memorial Health System and the Lee County School District. While these employers are the largest in Lee County, employees are not concentrated in one location, so providing transit access to capture these employee trips is not specific to a central area. As of 2015, the highest distribution of jobs by industry were in the fields of trade, transportation and utilities, government, leisure and hospitality, professional and business services, and education and health care services. According to Lee County Economic Development, over the next ten years job creation will increase in the industries of agriculture and forestry, construction and real estate development, water transportation, data processing and hosting, and education and health care services.

Table 8: Lee County Largest Employers (2015)

Lee County Major Employers	Product/Service	Number of Employees
Lee Memorial Health System	Non-profit hospital/healthcare system	10,900
Lee County School District	Public schools	10,600
Publix Super Markets	Grocer/retail	5,007
Lee County Board of County Commissioners	County government	2,584
Wal-Mart	General merchandise/retail	2,507
Home Depot	Building materials	1,783
City of Cape Coral	City government	1,654
Chico's FAS, Inc.	Women's apparel	1,642
Lee County Sheriff's Office	Public safety/sheriff	1,585
U.S. Postal Service	Postal service	1,477
Winn Dixie	Grocer/retail	1,359
Florida Gulf Coast University	State University	1,253
Shell Point Retirement Community	Life care facility	1,011
City of Fort Myers	City Government	879
Bealls	General merchandise/retail	873
Target	General merchandise/retail	850
Robb & Stucky Limited LLP	General merchandise/retail	750
Lowe's Home Improvement	Building materials	750
Gartner	Technology research	741
Florida Southwestern State College	State college	708

Source: Lee County Economic Development

Traffic Volumes and Congestion

Existing roadway conditions are also considered for the baseline conditions assessment. The Lee County MPO analyzes the transportation network and develops a Congestion Monitoring Report documenting the results. According to the 2014 Congestion Monitoring Report, in 2013 the system wide network was utilizing over 50 percent of its capacity. There are roadways within the network that perform over capacity throughout the year, while some only operate with higher levels of congestion during the peak season. The following list identifies the congested corridors and critical intersections in Lee County. All of the roadway segments listed are within the existing LeeTran service area and have some level of fixed-route transit service available. Roadways are classified as congested if the 100th Peak Hour Level of Service (LOS) does not meet the city, county, or state LOS.

- Cape Coral Parkway (Del Prado Boulevard to West end of bridge)
- Colonial Boulevard (Summerlin Road to US 41)
- Colonial Boulevard (US 41 to Fowler Avenue)
- Colonial Boulevard (Fowler Avenue to Metro Parkway)
- Colonial Boulevard (Winkler Avenue to Six Mile Cypress Parkway)
- Colonial Boulevard (Six Mile Cypress Parkway to I-75)
- US 41 (Fountain Interchange to Pondella Road)

In addition to the roadways listed above, there are other roadways that have been selected for monitoring for future congestion and those that are failing and do not meet the adopted county or state LOS, but are programmed for improvements. Roadways with both traffic bottlenecks and programmed improvements are listed below. There are no existing fixed-route transit services operating along the following segments of SR 82.

- SR 82 (Lee Boulevard to Gateway)
- SR 82 (Gunnery Road to Shawnee Road)
- SR 82 (Shawnee Road to Alabama Road)

Critical intersections which are currently failing or close to failing include:

- Bonita Beach Road @ US 41
- Colonial Boulevard @ Summerlin Road/Summerset Avenue
- Colonial Boulevard @ Six Mile Cypress Parkway
- Gladiolus/Six Mile Cypress Parkway @ US 41
- Veterans Parkway @ Santa Barbara Boulevard

Congestion levels impact the performance of transit vehicles with regard to on-time performance and reliability. As congestion rises, a transit agency may have to place additional vehicles on the road in an attempt to maintain schedule, which increases cost without increasing the level of service.

Land Use Trends

Lee County continues to be a high growth area. The County’s population and jobs are expected to grow by nearly 70 percent in the next 25 years. According to Governing.com, Lee County is among the top 10 counties where people are moving to in the United States. Forbes Business ranked Cape Coral as the third best city in the US for job growth, and Bloomberg Business identified the Cape Coral-Fort Myers area among the top cities for economic growth in 2016. Much of the County’s growth can be attributed to an inflow of retirees.

In the wake of Lee County’s growth, the County maintains clear distinctions between urban, suburban and rural areas, where agriculture uses, conservation land, and publicly-owned land exist in outlying areas. Current land use patterns within Lee County indicate a history of sprawling low densities; however, growth indicates that the County is transitioning into new development patterns consistent with future land use plans.

Emerging trends indicate a change towards sustainable, transit-friendly development patterns with denser and more intense land use patterns in designated areas. The downtowns and activity centers/corridors future land uses and new developments are being implemented with a mixed-use development pattern. Although land use patterns are changing, new development is consistent with efforts to preserve the charm and culture of the area.

Downtown Fort Myers has the highest density and intensities; however, several other areas within Lee County have plans or visions to increase land use mix, densities, and intensities. Overall, Lee County has encouraged growth in density and intensity in urban core areas, designated activity districts, and along major arterials with commercial development. Some efforts are to extend the downtowns, create

midtowns, and enhance livability. Evidence of the growth into mixed-use density are visible in areas such as the cities of Fort Myers, Fort Myers Beach, and Cape Coral. The following major mixed-use developments are planned or proposed.

- Bimini Basin, SE Cape Coral
- Village Square, Cape Coral
- Grand Resorts-Fort Myer Beach, Fort Myers Beach

Several CRAs within Lee County are proposing redevelopment plans in the area, while other agencies propose visioning projects.

- Fort Myers Midtown Neighborhood Plan
- Downtown Fort Myers Redevelopment Plans, Downtown River District
- Downtown Cape Coral Redevelopment Plan
- Northwest Cape Coral and the Seven Islands 25 year Vision Plan

The development trends are contributing to further urbanized areas and also influence transportation patterns. Some projects include plans for parking structures and others specifically identify the need for central parking. Although developments may include plans for parking components, the development trend indicates a rise in projects that sustain transit supportive densities and promote bike- and pedestrian-friendly environments. Many of the proposed mixed use developments have goals to enhance walkability, livability, compliment the community’s character, and contribute to place-making. The County should consider transit service needs as these developments move forward and look for opportunities for public-private partnerships to ensure adequate levels of transit service to these developments, as appropriate.

There is also an effort by various community groups within Lee County to protect rural areas from the intrusion of development; maintaining the rural community character. As the County has increased its population, there has been interest in growing densities and intensities in Lee County rural communities such as Pine Island and Alva by developers. Landowners on Pine Island and the County had differences regarding lot sizes and development restrictions. Initially the Greater Pine Island Community Plan was adopted in 1994, then in 2003 the land use was changed to coastal rural reducing dwelling units from one every acre to one every ten acres, and further reduced in 2007 to one unit per 17 acres. Property owners could increase densities if they committed to certain habitat restoration practices. The restrictions on property owners led to litigation under the Bert Harris Act. In order to avoid further litigation between landowners and the County, a taskforce was developed to create a revised Pine Island Plan. The revised Pine Island Plan identifies four guiding principles identified below.

- Preserve Greater Pine Island’s unique character.
- Address Pine Island’s limited vehicular access, Coastal High Hazard Area & environmental sensitivity.
- Minimize legal liability for existing policies & land use regulations.
- Re-examine Coastal Rural Future Land Use, 810/910 Rule, & Pine Island Transfer of Development Rights Program.

The revised plan for Pine Island also requires modification to the Lee County Plan and Lee County Land Development Code. It is anticipated that the necessary changes will be adopted in 2016. Maintaining the rural character, while allowing for some level of development, may create a greater need to focus on transportation access and alternative transportation measures. Currently Pine Island is served by Route 160 providing 4 trips each Thursday only.

Development in Alva has been occurring in the rural village versus increasing commercial development along the roadway to protect the community character. The bridge connecting to historic Alva has been improved to include a pedestrian walkway and bike lane, enhancing options for alternative travel. As plans for the Lehigh Acres park system advance, a linear connection will be made to Alva. The Alva community does not have fixed-route service. LeeTran previously funded community based transportation service through Job Access Reverse Commute and New Freedom grant programs. If future development increases in these areas or demographic changes occur, either could predicate future public transportation needs.

Other Lee County land use trends through horizon year 2035 are identified in the Lee County Plan including the following:

- No major changes are anticipated to the future land use map, which identifies that by 2030 most urban areas will be built out with exception of Cape Coral and Lehigh Acres;
- Through public land acquisition and other regulatory aspect the County will protect the environment to maintain a high quality of life;
- The County's traditional economic base will be diversified in order to increase the percentage of high-paying jobs, reduce tax burdens on residents, and enhance the stability of the community, while efforts to increase business opportunities around the expanded international airport and universities are pursued;
- Expansion of cultural, recreational, and educational opportunities will increase proportionately with population growth; and,
- The County will need to continue investment over time to maintain County facilities, infrastructure, and services.

Coordinating land use goals with transportation planning can provide the necessary mix of mobility options that will assist Lee County with achieving aspects of the Lee Plan. As such, the future land use map and goals, as well as, future population projections are taken into account as transit alternatives are identified.

Section 3: Existing Transportation Services Evaluation

Transit Service Overview

LeeTran is a department of Lee County government, responsible for operating the public transit system that serves the County. Transit services in Lee County began in 1977 with only a few routes. Today, LeeTran operates 20 full-time and four seasonal fixed-routes, an express route, a downtown trolley, paratransit service, and an employer vanpool program. Paratransit services are offered to persons with disabilities with origins and destinations within ¼-mile of one of LeeTran’s fixed routes. TD services are provided by the Community Transportation Coordinator (CTC), Good Wheels, Inc.

LeeTran’s fixed-routes begin operating as early as 5AM and end service no later than 10:26PM during the weekday and on Saturdays; Sunday service is provided on Routes 15, 50, 70, 100, 110, 120, 140, 150, 490, 590, 595, and 600. The fixed-routes have headways that range from 15 minutes to 2.5 hours. The LinC express route from Bonita Springs to Collier County operates every 1.5 hours and the frequency on the downtown trolley is 20 minutes during the season. Route 160 provides limited bus service to Pine Island on Thursday only. Many of the routes converge in downtown Fort Myers at the Rosa Parks Transfer Center. The regular fixed-route one-way fare for LeeTran is \$1.50, \$4 for an all-day pass, and \$40 for a 31-day pass with unlimited rides. The trolley fare is \$0.75 per one-way trip and one- and three-day passes are \$2 and \$4, respectively. The River District Trolley service is provided during the winter season as a fare-free service. Discounted fares are available to older adults age 65 and over, persons with disabilities, and full-time students. To receive discounted fares, passengers must present a Medicare card or LeeTran identification card to the driver each time they board the bus. Passengers that are eligible for ADA paratransit service may use the fixed-route service for free. Table 9 presents additional information on the span and frequency of LeeTran’s fixed-route service.

Table 9: Summary of Transit Service Operating Characteristics

Route Number	Route Description	Days of Operation	Service Span	Headways
Route 5	Edison Mall to The Forum via Winkler & Ortiz avenues	Monday-Saturday	6:05AM-8:35PM	80 Minute
Route 10	Michigan & Marsh to Edison Mall	Monday-Saturday	6:45AM-10PM	80 Minute
Route 15	Tice St. & Ortiz Ave. to Rosa Parks, downtown Ft Myers	Monday-Saturday	5:45AM-9:30PM	60 Minutes
		Sunday	5:45AM-6:55PM	60 Minutes
Route 20	Dunbar to Rosa Parks, downtown Fort Myers	Monday-Friday	5:30AM-9PM	30 Minutes
		Saturday	5:30AM-9PM	70 Minutes
Route 30	Camelot Isles to Bell Tower Shoppes	Monday-Saturday	6:05AM-9:24PM	30 to 60 Minutes
Route 40	Cape Transfer Center to Coralwood Mall	Monday-Friday	5:45AM-8:15PM	36 to 135 Minutes

Route Number	Route Description	Days of Operation	Service Span	Headways
		Saturday	5:45AM-6:01PM	60 to 120 Minutes
Route 50	SW FL Airport to Beach Park & Ride (SW FL Airport to Summerlin Square Seasonal addition – Winter)	Monday-Friday	6:20AM-9:45PM	40 to 95 Minutes
		Saturday	6:20AM-9:40PM	40 to 120 Minutes
		Sunday	6:45AM-7:18PM	110 to 120 Minutes
Route 60	San Carlos Park to Gulf Coast Town Center via FGCU	Monday-Friday	6:20AM-9:45PM	45 to 85 Minutes
		Saturday	7:05AM-8:20PM	50 to 85 Minutes
Route 70	Cape Transfer Center to Rosa Parks	Monday-Friday	5:30AM-10:26PM	15 to 75 Minutes
		Saturday	5:45AM-9:11PM	60 to 75 Minutes
		Sunday	6:40AM-8:11PM	60 to 70 Minutes
Route 80	Bell Tower Shoppes to Edison Mall via Metro Pkwy	Monday-Friday	6:40AM-6:15PM	100 Minutes
Route 100	Rosa Parks to Riverdale via Palm Beach Blvd.	Monday-Friday	5:25AM-10:00PM	25 to 60 Minutes
		Saturday	5:30AM-8:55PM	40 to 85 Minutes
		Sunday	7:35AM-8:10PM	90 Minutes
Route 110	Edison Mall to Homestead Plaza, Lehigh Acres	Monday-Saturday	5:00AM-10:04PM	35 to 70 Minutes
		Sunday	6:10AM-9:03PM	35 to 60 Minutes
Route 120	Edison Mall to Cape Transfer Center	Monday-Saturday	6:00AM-9:10PM	40 to 80 Minutes
		Sunday	8:30AM-6:25PM	100 Minutes
Route 130	Edison Mall to Summerlin Square	Monday-Friday	6:25AM-9:05PM	60 to 65 Minutes
		Saturday	6:25AM-8:30PM	120 to 130 Minutes
Route 140	Merchants Crossing to Bell Tower Shoppes via US 41	Monday-Saturday	5:00AM-10:07PM	15 to 40 Minutes
		Sunday	6:05AM-8:35PM	30 to 70 Minutes

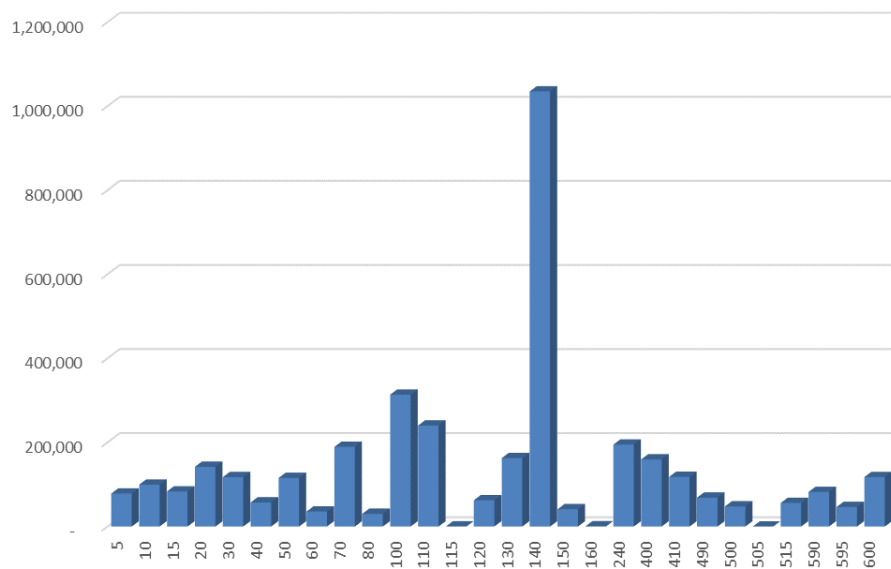
Route Number	Route Description	Days of Operation	Service Span	Headways
Route 150	Bonita Grande to Lovers Key in Bonita Springs (Seasonal-Winter)	Monday-Saturday	6:49AM-9:39PM	50 to 95 Minutes
		Sunday	8:19AM-9:39PM	50 to 90 Minutes
Route 160	Pine Island to Cape Coral	Thursday	8:00AM-5:50PM	150 Minutes
Route 240	Bell Tower Shoppes to Coconut Point Mall via US 41	Monday-Saturday	6:00AM-10:12PM	40 to 45 Minutes
Route 400	Beach Park & Ride Summerlin Square to Lovers Key State Park (Seasonal – Summer)	Monday-Sunday	5:50AM-9:00PM	40 to 45 Minutes
Route 410	Bowditch Point to Lovers Key State Park (Seasonal-Winter)	Monday-Saturday	5:50AM-10:20PM	15 to 60 Minutes
Route 490	Summerlin Square to Bowditch Point Park (Seasonal-Winter)	Monday-Sunday	7:05AM-8:45PM	15 to 40 Minutes
Route 515	Lehigh Circulator, Homestead Plaza to Joel Blvd.	Monday-Saturday	5:15AM-9:04PM	40 to 60 Minutes
Route 590	North Fort Myers, Suncoast Estates Loop	Monday-Saturday	5:15AM-9:10PM	60 to 65 Minutes
		Sunday	9:25AM-6:30PM	110 Minutes
Route 595	North Fort Myers, Pondella Loop	Monday-Saturday	4:49AM-8:50PM	50 to 60 Minutes
		Sunday	9:14AM-6:30PM	110 Minutes
LinC Route600	Coconut Point Mall to Immokalee Rd. in Collier County	Monday-Saturday	5:50AM-7:15PM	90 to 95 Minutes
		Sunday	7:25PM-5:45PM	90 Minutes
Downtown Trolley (500)	River District Trolley (Seasonal-Winter)	Monday-Wednesday	12:00PM-8:00PM	20 Minutes
		Thursday-Saturday	11:00AM-11:00PM	20 Minutes

The LeeTran headquarters is located at 3401 Metro Parkway in Fort Myers. LeeTran also owns three transfer stations: Rosa Parks Transportation Center, 2250 Widman Way, Fort Myers; Cape Coral Transfer Center, SE 47th Terrace at SE 8th Ct. in Cape Coral; and Edison Mall Station at 4125 Cleveland Ave., Fort Myers. Other transfer locations are located at Coralwood Shopping Center in Cape Coral, Bell Tower Shoppes in Fort Myers, Merchants Crossing in North Fort Myers, Coconut Point Mall in Estero, and the Beach Park & Ride in south Fort Myers.

Ridership Trends

Figure 1 presents the LeeTran ridership by route figures for FY 2015. Route 505 was discontinued in FY 2015 and therefore is not included in Table 9. Total annual ridership during this time period was more than 3.7 million passengers. Between 2014 and 2015, LeeTran ridership decreased by 5.6 percent, from 3,943,087 in 2014 to 3,721,249 in 2015. LeeTran’s highest ridership route is the Route 140 with more than one million trips per year. The next highest ridership routes in 2015 were the Routes 100 and 110, with 313,552 and 240,099 annual passenger trips, respectively.

Figure 1: LeeTran Annual Ridership by Route (2015)



Other Transportation Service Providers

Other private and public agencies also offer transportation services in Lee County. Table 10 lists other privately-operated/contracted transportation providers that were contacted for general information about their services. The information provided from responding agencies is summarized in the table below.

Table 10: Lee County Transportation Provider Inventory

Agency Name	Address	Phone	Type of Service	Required by Formal Agreement	# of Vehicles	Location of Facilities	Geographic Boundaries	Days/Hours of Operation	Annual Ridership	Any Restrictions	Fare Per Trip	Primary Destinations	Source of Funding	Service Limitations	Comments
Community Resource Network of Florida	12649 New Brittany Blvd., Ft Myers, FL 33907	239.415.7400	Fixed Route	Yes, Agreement with APD	9 - Fourteen Passenger Vans	12649 New Brittany Blvd., Ft Myers, FL 33907	Lee County	Mon – Friday 5:00 - 9:45AM and 1:00 - 7:00PM	135 Passengers	Only transport to Special Adult Day training programs for adults with Developmental Disabilities	\$12.96	LARC, Sunrise, Special Populations, Community Resource Network	Medicaid/ Agency for Persons with Disabilities	N/A	Not part of coordinated transportation system in Lee County. Contracted with The Agency for Persons with Disabilities via the Medicaid Waiver.
Good Wheels, Inc.	10075 Bavaria Road Ft Myers, FL	239.768.2900	Demand response, Hendry County - fixed route	Yes – contracts State CTD & Medicaid Brokers	60	Fort Myers, Hendry County, Orlando	TD within county & Medicaid has no boundaries	Mon - Saturday 5:30AM – 7:00PM	N/A	TD must be approved by application/unless approved by local LCB	Based on contract rates, which vary	Medical facilities	State CTD, Medicaid, Other by contract	Yes	We are the CTC
Dr. Piper Center for Social Services, Inc.	2607 Dr. Ella Piper Way Ft Myers, FL 33916	239.332.5346	Senior Companion Volunteers provide transportation	Yes, with our frail elderly clients	45-55 Volunteers in Lee County	2607 Dr. Ella Piper Way, Ft Myers, FL 33916	Within Lee County	Mon – Friday 8:00AM – 5:00PM	For Lee Co., 400-500 Frail Elderly Clients that we provide transportation at least 8 times a month	Must be 55+ and mobile (No wheelchairs)	None – We only ask for donation	Medical appts, Grocery shopping & Senior Centers	Federal, Lee Co., Grants, Fort Myers & Cape Coral and Fundraising & Donations	Yes – number of seniors is increasing and medical visits are more frequent	Not part of coordinated transportation system in Lee County
Ron’s Airport Transportation, Inc.		239.772.5599	Airport only	Reservation only	4	Cape Coral, Fort Myers, N Ft Myers, Pine Island Matlache & St James City	SWFL Inter. Airport & Punta Gorda Airport	All hours planes fly	4,000 rides	No	\$45 - \$70	Airport only, mostly Cape Coral	No	No	Yes – part of coordinated transportation in Lee County.
Lou’s Taxi of SW FL, Inc.	1502 Edgewater Circle Ft Myers, FL 33919	239.549.5272	Reservation pick-ups only	No	2	1502 Edgewater Circle, #4 Ft Myers, FL 33919	Lee & Collier Counties & southern Charlotte County	With reservation 4:00AM-12:00AM, Phone Service 8:00AM-10PM	?	No health related special needs, i.e. wheelchair	Varies – Based on RSW circle of rates	Fort Myers, Cape Coral, Naples	N/A	N/A	Not part of coordinated transportation system in Lee County
Lighthouse of SWFL, Inc.	35 W Mariana Avenue N Ft Myers, FL 33903	239.997.7797	Transportation for blind clients to obtain vision rehab services	Transportation required by funders of vision rehab	8	35 W Mariana Ave N Ft Myers, FL 33903	Lee, Hendry and Glades Counties	Office: Mon - Thursday 7:30AM-5:30PM Service: Mon –	250+	Must be related to vision rehab services to enable clients to become independent	\$0	Varies – Residence, place of employment or	State, Lee County HS, United Way, SWFL Community Foundation	With FDOT 5310 and Lee Tran Funding, able to	Yes – part of coordinated transportation in Lee County.

Agency Name	Address	Phone	Type of Service	Required by Formal Agreement	# of Vehicles	Location of Facilities	Geographic Boundaries	Days/Hours of Operation	Annual Ridership	Any Restrictions	Fare Per Trip	Primary Destinations	Source of Funding	Service Limitations	Comments
								Saturday 7:30AM- 7:00PM				place of commerce		meet the demand	
SWFL Transportation	16557 Mass Court Ft Myers, FL 33912	239.337.4005	Taxi & airport service, large party & wheelchair accessible	No	N/A	16557 Mass Court Ft Myers, FL 33912 and 3252 Palm Avenue Ft Myers, FL 33901	Lee, Collier and Charlotte County	We operate 24 a day, 7 days per week	N/A	No restrictions on clients or destination. No stretcher transportation	\$3.05/ load fee and \$2/mile - Wheelchai r \$25/load fee	Do not have primary destinations	Yes, we do not receive funding	N/A	Not part of coordinated transportation system in Lee County

Uber

Uber is an international ridesourcing service headquartered in San Francisco. The service is similar to taxi service except it connects drivers to consumers using a mobile application. Consumers use their smartphone to make a trip request, which is then routed to the nearest Uber driver. The drivers then use their personal car to transport consumers to their destination. Uber and other similar ridesourcing services are growing in popularity, especially among young adults, and in many locations, complement gaps in transit services by helping riders complete the last leg of their trip or by providing late service when transit is not operating. Uber drivers provide service in Lee County. Figures 2 through 7 illustrate the demand hotspots for Uber in Lee County. Demand appears to be highest during the afternoon rush and in the Fort Myers area along the US 41 corridor as well as Cape Coral and the Fort Myers Beach areas.

Figure 2: Uber Morning Rush

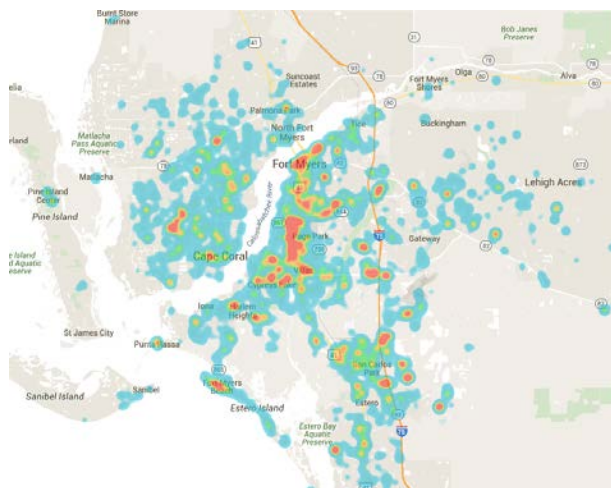
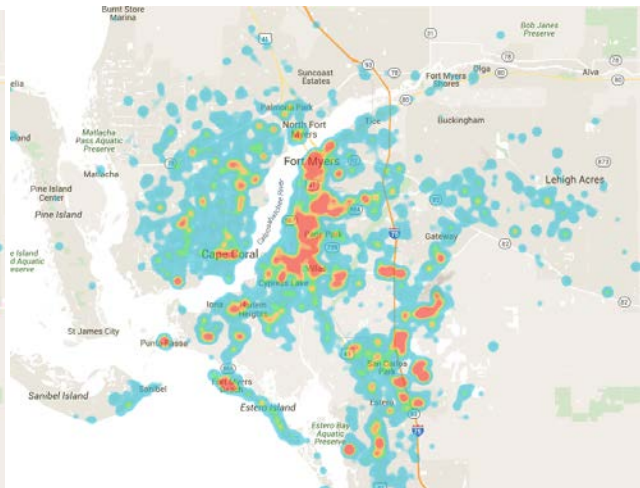


Figure 3: Uber Weekday Midday



Source: <http://fortmyersnaples.uberovement.com/hotspots/>

Figure 4: Uber Afternoon Rush

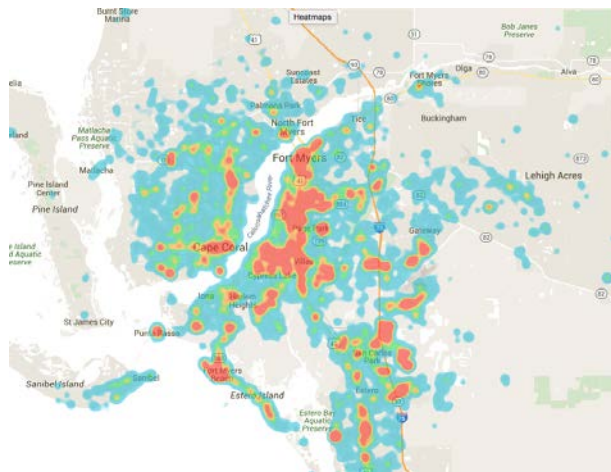
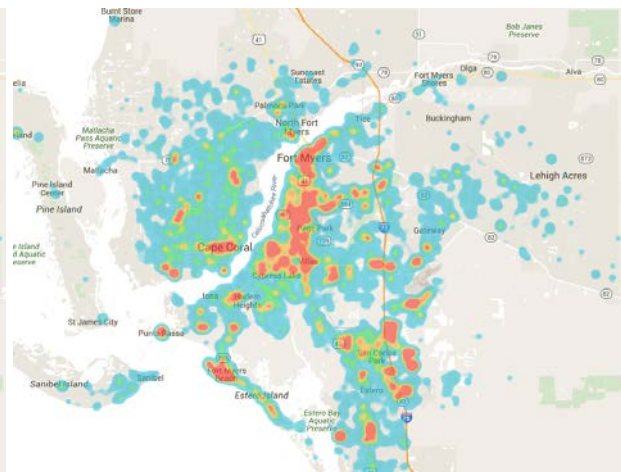


Figure 5: Uber Weekend Daytime



Source: <http://fortmyersnaples.uberovement.com/hotspots/>

Figure 6: Uber Weekend Night

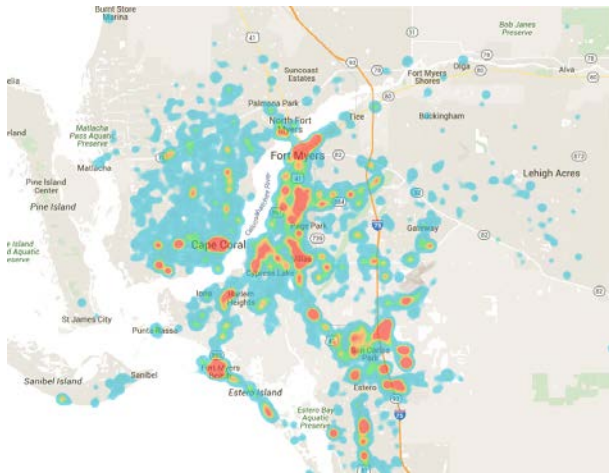
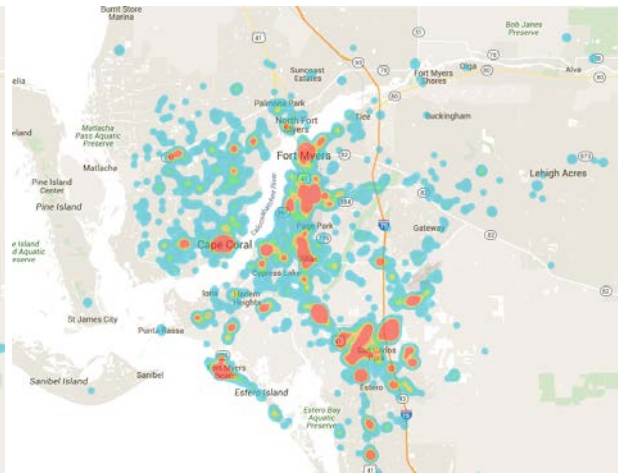


Figure 7: Uber Weekend Late Night



Source: <http://fortmyersnaples.ubermovement.com/hotspots/>

Fixed-Route Trend and Peer Reviews

To assess how efficiently LeeTran supplies fixed-route transit service and how effective those services meet the needs of the area, a trend analysis of critical performance indicators was conducted to examine the performance of its fixed-route service over a five-year period. To complete this peer and trend analysis, data from the Florida Transit Information System (FTIS) was used, which includes validated NTD data for fiscal years 2010 through 2014. The performance measures are used to present the data that relate to overall system performance. Three categories of performance measures were analyzed for the trend analysis of the existing transit service:

- General performance measures, which indicate the quantity of service supplied, passenger and fare revenue generation, and resource input.
- Effectiveness measures, which indicate the extent to which the service is effectively provided. These measures can be used to implement goals towards improving the quality of service and customer satisfaction, and increasing the market share of transit.
- Efficiency measures, which indicate the extent to which cost efficiency is achieved, i.e., costs in relation to benefit. These measures can be used to implement goals towards long-term viability and stability of the service.

While 2015 NTD data is not yet available on the NTD website for all transit systems and therefore not used to complete the peer and trend analysis, the 2015 NTD data reported by LeeTran has been included in Table 11 for comparison purposes.

Table 11: LeeTran Fixed-Route 2015 National Transit Database Data

Measure	2015
Vehicles Operated in Maximum Service	48
Vehicle Miles	3,146,673
Vehicle Revenue Miles	2,943,833
Vehicle Hours	224,063
Vehicle Revenue Hours	189,405
Passenger Trips	3,721,249
Passenger Miles Traveled	19,045,652
Operating Expense	\$16,818,237

Source: LeeTran

In conjunction with the trend analysis, a peer review analysis was conducted to compare various LeeTran fixed-route performance characteristics to a group of transit peers. The trend and peer review analyses are organized by the type of measure or indicator and include statistics, figures, and tables to illustrate LeeTran’s performance over the past five years and how LeeTran compares to selected peers. The selection process for the peer review is described first, followed by a presentation of highlights from the trend and peer review analyses. Summary results are provided at the conclusion of this section.

Peer Analysis

The fixed-route peer selection was conducted using the validated 2014 NTD data. The methodology used to conduct the peer selection is based on the established standard methodology documented in Transit Cooperative Research Program (TCRP) Report 141, “A Methodology for Performance Measurement and Peer Comparison in the Public transportation Industry.” The methodology involves two steps – screening and peer-grouping. The goal is to identify transit agencies that are similar to LeeTran by comparing a number of characteristics that affect transit performance. Through this process, a “likeness score” is developed to determine the level of similarity between a potential peer agency and LeeTran with respect to individual factors and the agencies overall.

After the initial screening process, 14 peer-grouping factors are used to identify transit agencies similar to LeeTran, including 5 service characteristics and 9 urban area characteristics. All of these factors are based on nationally available measures that are consistently defined and reported. Complete definitions and scoring descriptions for each of the noted factors are documented in TCRP Report 141. The factors include:

- Total Vehicle Miles Operated
- Total Operating Budget
- Percent Demand Response
- Percent Service Purchased
- Service Area Type
- Urban Area Population
- Population Growth Rate
- Population Density
- State Capital

- Percent Population with College Degree
- Percent Poverty
- Annual Delay (hrs.) per Traveler
- Freeway Lane-Miles per Capita
- Distance to Peer System

Likeness scores are calculated for each individual factor based on the percentage difference between the potential peer’s value and LeeTran’s value. A score of 0 indicates that the peer and LeeTran’s values are exactly alike, and a score of 1 indicates that the potential peer’s value is twice that of LeeTran. For the factors that cannot be compared by a percentage difference (e.g., state capital or distance), likeness scores are based on formulas that are designed to produce similar types of results; a score of 0 indicates identical characteristics, a score of 1 indicates a difference, and a score of 2 or more indicates a substantial difference.

After the screen factor scores and peer-grouping factor scores are determined, the total likeness score for an individual potential peer agency is calculated using a sum of all likeness scores divided by a count of the peer-grouping factors. The total likeness score is interpreted as follows:

- Less than 0.50: Good Match
- 0.50–0.74: Satisfactory Match
- 0.75–0.99: Poor Match
- Greater than 0.99: Unmatched

Based on the TCRP methodology, a total of 7 peer agencies, with total likeness scores less than 0.75, were selected for further consideration. An additional peer was added to the group based on discussions with the Review Committee and the need to include an additional Florida transit agency. For each peer, a total of 7 operating variables were reviewed, including:

- Average speed
- Passenger trips
- Revenue hours
- Revenue miles
- Service Area population
- Service Area population density
- Vehicles operated in maximum service

Points for each potential peer were summed to obtain a total score by which the potential peers were ranked in descending order. The final peers shown in Table 12 include two Florida transit agencies and six out-of-state transit agencies. Two of the peer agencies were included in the previous TDP: Sarasota County Area Transit and Votran. Once the peers were selected, the 2014 NTD data were collected for the peer review analyses.

Table 12: Selected Peer Systems, Lee County Transit Peer Review Analysis

Peer System	Location
Charleston Area Regional Transportation	Charleston, SC
Corpus Christi Regional Transportation	Corpus Christi, TX
Knoxville Area Transit	Knoxville, TN
Sarasota County Area Transit	Sarasota, FL
SunLine Transit Agency	Thousand Palms, CA
Winston-Salem Transit Authority	Winston-Salem, NC
Worcester Regional Transit Authority	Worcester, MA
Volusia County Transit (Votran)	South Daytona, FL

Selected Performance Measures

Table 12 lists the performance measures by category used in the peer and trend analysis. A review of LeeTran trends and how LeeTran compares to its peers is presented next, by performance measure type, beginning with General Performance Measures.

Table 13: Performance Measures by Category

General Performance	Effectiveness	Efficiency
Service Area Population	Vehicle Miles per Capita	Operating Expense per Capita
Service Area Population Density	Passenger Trips per Capita	Operating Expense per Passenger Trip
Passenger Trips	Passenger Trips per Rev Mile	Operating Expense per Passenger Mile
Passenger Miles	Passenger Trips per Rev Hour	Operating Expense per Rev Mile
Vehicle Miles	Average Age of Fleet	Operating Expense per Rev Hour
Revenue Miles	Average Headway	Farebox Recovery Ratio (%)
Total Operating Expense	Vehicle System Failures	Revenue Miles per Vehicle Mile
Vehicles Operating in Max Service	Revenue Miles between Failures	Revenue Hours per Employee (FTE)
Passenger Fare Revenue	Weekday Span of Service	Vehicle Miles per Gallon
		Average Fare

General Performance Measures

General performance indicators are used to gauge the overall system operating performance. Figures 8 through 17 present the performance indicators of LeeTran from fiscal year (FY) 2010 through FY2014 (trend analysis) and its performance relative to the selected peer systems (peer analysis).

Service Area Population and Population Density

Service area population and density are a measure of potential demand for service. Service area population and population density is determined using a ¾-mile buffer from the fixed-route service. The Lee County service area population increased from 443,696 in 2010 to 470,588 in 2014, representing a 6 percent increase. However, the population density decreased by 1 percent from 2010 to 2014 due to the service area size increasing from 121 square miles to 130 square miles over the same timeframe. Based on the comparison of peers, LeeTran’s service area population is 20 percent above the peer group mean and the service area population density is 122 percent above the peer group mean. This may be indicative of both a smaller service area as compared to the peer agencies and LeeTran operating services within the core urbanized areas of the county.

Figure 8: LeeTran Trend and Peer Comparison for Service Area Population

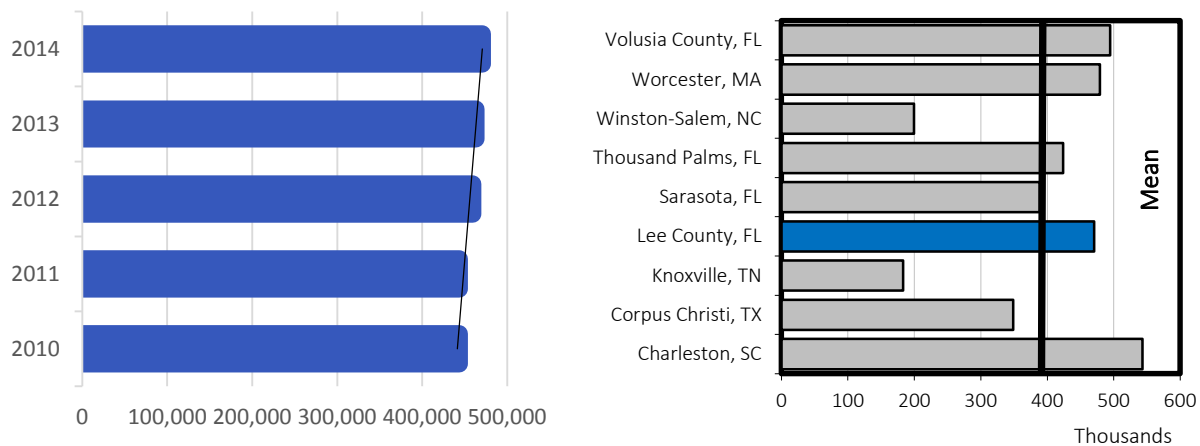
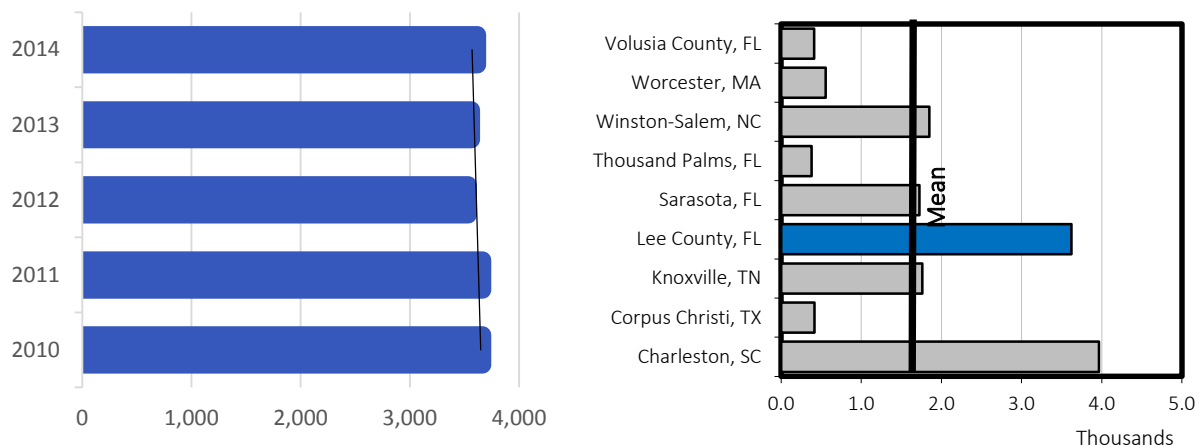


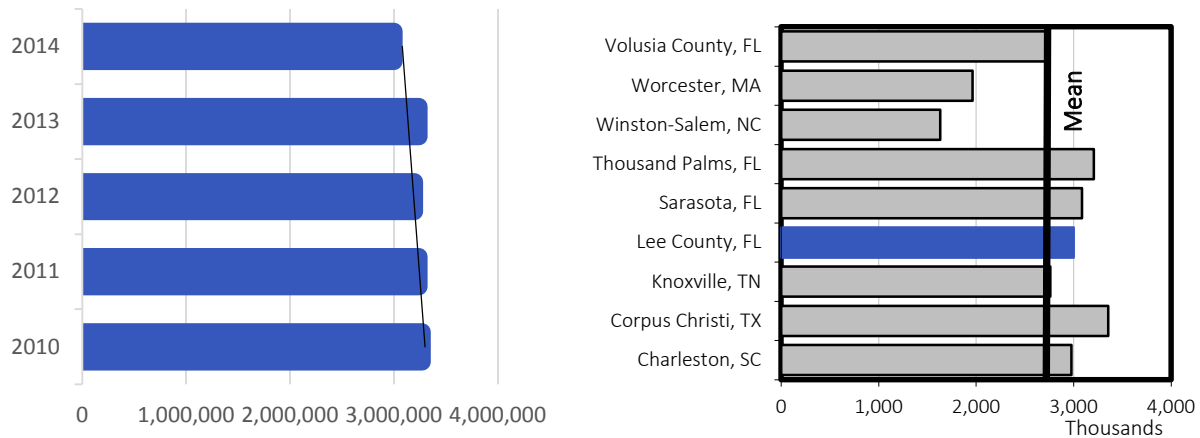
Figure 9: LeeTran Trend and Peer Comparison for Service Area Population Density



Vehicle Miles

Vehicle miles are the miles that the transit vehicles travel while in revenue service plus deadhead miles. This is a measure of how much service coverage is provided, or the supply of service. LeeTran’s total vehicle miles of service decreased from 3,272,719 in 2010 to 3,000,424 in 2014, an 8.32 percent decrease. In comparison to its peers, LeeTran is 9 percent above the peer group average of 2,747,385 vehicle miles supplied.

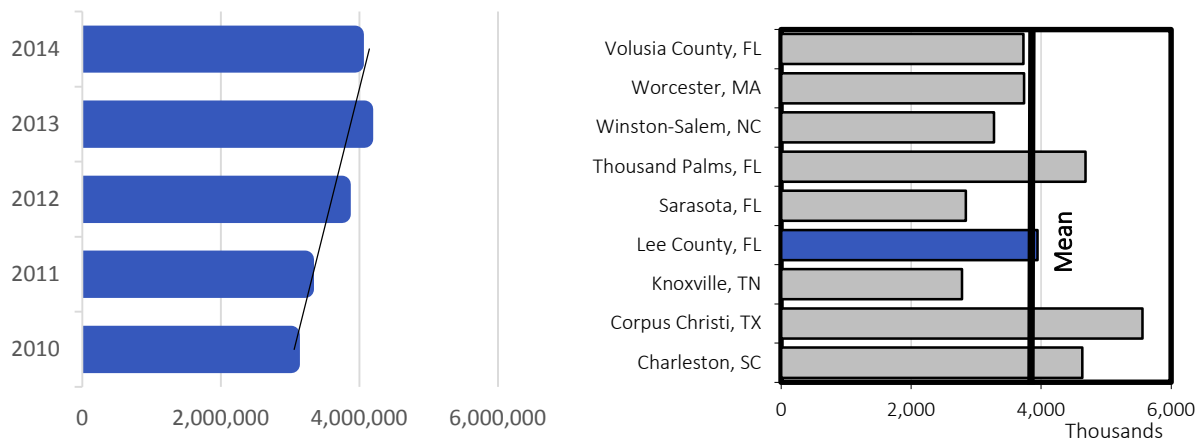
Figure 10: LeeTran Trend and Peer Comparison for Vehicle Miles



Passenger Trips (Ridership)

Passenger trips, also known as ridership, is the number of passengers who board the public transit vehicles. Passengers are counted each time they board the vehicles and transfer routes. It is a measure of the market demand for transit service. The total number of passenger trips in Lee County increased from approximately 3,016,466 in 2010 to 3,943,087 in 2014, an increase of nearly 31 percent. When compared to its peers, passenger trips for Lee County is 1 percent above the mean for the selected peer group. LeeTran reduced its service in FY2014 and reinstated some of those services in FY2015; therefore, if FY2015 data were available for all of the peer systems the peer review may show LeeTran performing even higher above the peer group mean. Some of the FY2015 NTD performance statistics for LeeTran are presented later in this section for comparison to the FY2014 data that was used to complete the analyses.

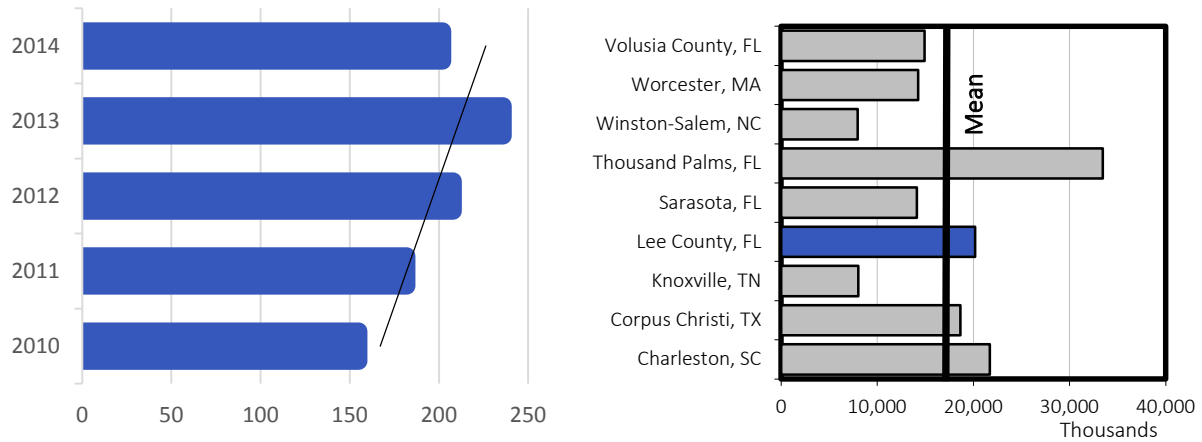
Figure 11: Trend and Peer Comparison for Passenger Trips



Passenger Miles

The number of passenger trips is multiplied by the average passenger trip length to estimate the total number of passenger miles traveled. The average passenger trip length is usually determined by survey sampling. Passenger miles peaked in 2013 to 23.6 million miles. In 2014, passenger miles slightly decreased to 20.2 million miles.

Figure 12: Trend and Peer Comparison for Passenger Miles



Revenue Miles and Hours

Revenue hours are another measure of the amount of service provided. Revenue hours are the total number of hours that the public transit service is scheduled for or actually operated while in revenue service. They exclude deadhead, training operations, and charter services. The ratio of revenue miles increasing faster than total vehicle miles generally indicates a positive operational trend and points to a decreasing proportion of deadhead miles over time relative to total miles. LeeTran experienced a decrease of revenue miles by approximately 10 percent between the years 2010 and 2014. However, LeeTran still exceeds the peer group average by about 10 percent. Lee County experienced a slight decrease in revenue hours by 1.4 percent that is also related to the FY2014 reduction in transit service that was primarily reinstated in FY2015 restoration of service. Based on the modifications shown in the FY2014 data, revenue hours for LeeTran fall below the peer group average by approximately 5 percent.

Figure 13: Trend and Peer Comparison for Revenue Miles (000)

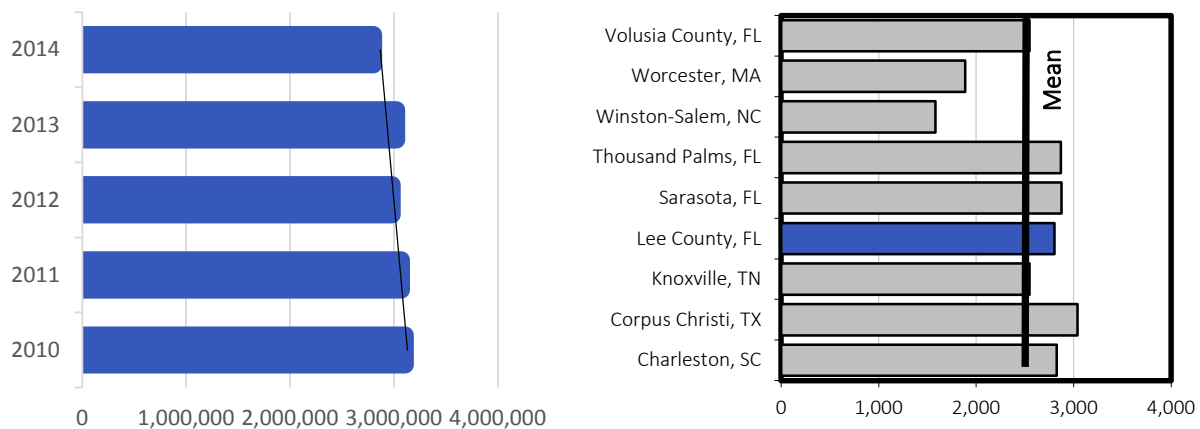
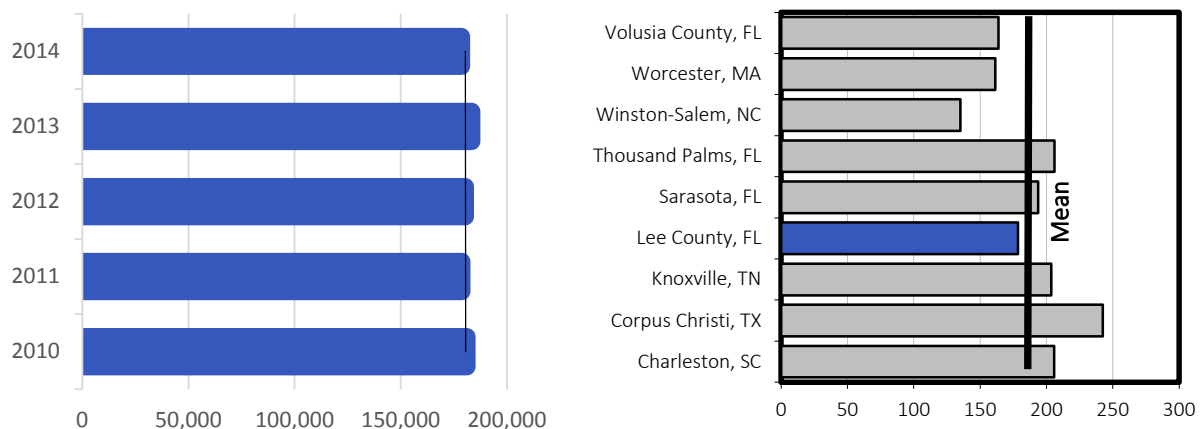


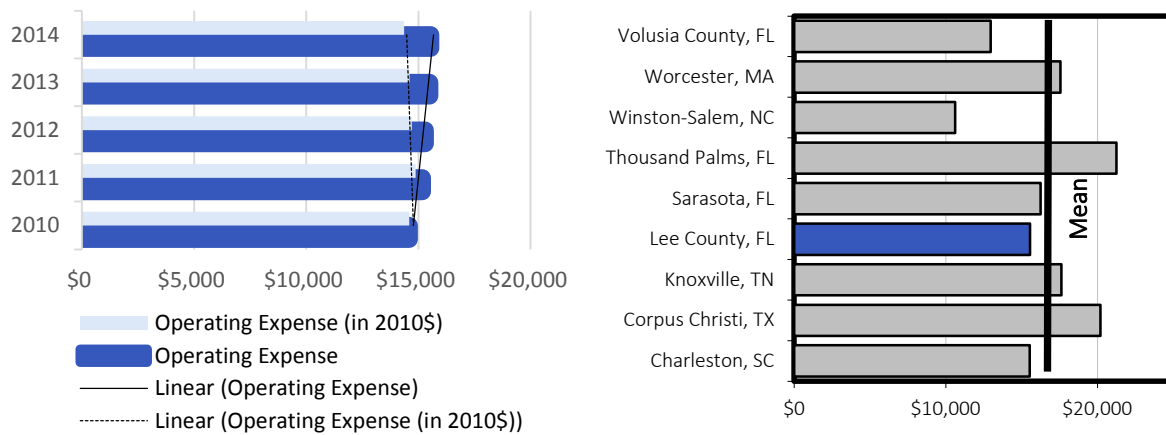
Figure 14: Trend and Peer Comparison for Revenue Hours (000)



Total Operating Expense

Total operating expense is the total expense associated with vehicle operations, maintenance and administration. LeeTran’s total operating expense increased from \$14.6 million in 2010 to \$15.5 million in 2014, an increase of 6.5 percent. However, when taking into consideration the inflation factor, the actual total operating expense decreased by 1.6 percent, measured in 2010 dollars. This indicates that overall operating expenses were effectively held constant and even reduced. The total operating expense for LeeTran is less than the peer group mean by approximately 5 percent.

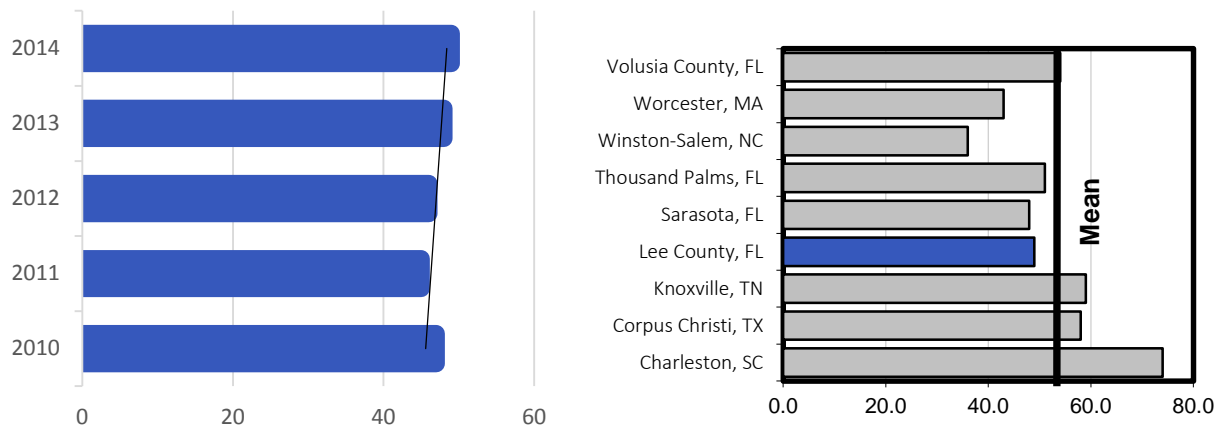
Figure 15: Trend and Peer Comparison for Operating Expense (000)



Vehicles Operated in Maximum Service

The trend reveals that the performance measure for vehicles operated in maximum service increased by 4 percent from 47 in 2010 to 49 in 2014. Based on the trend analysis, LeeTran is approximately 7 percent below the peer group mean for this measure. However, in comparison to the peer group averages, LeeTran is operating less vehicles in maximum service but providing an equivalent number of passenger trips with revenue miles 10 percent above the mean. These measures are an indicator of the existing LeeTran routes providing efficient service using the resources available.

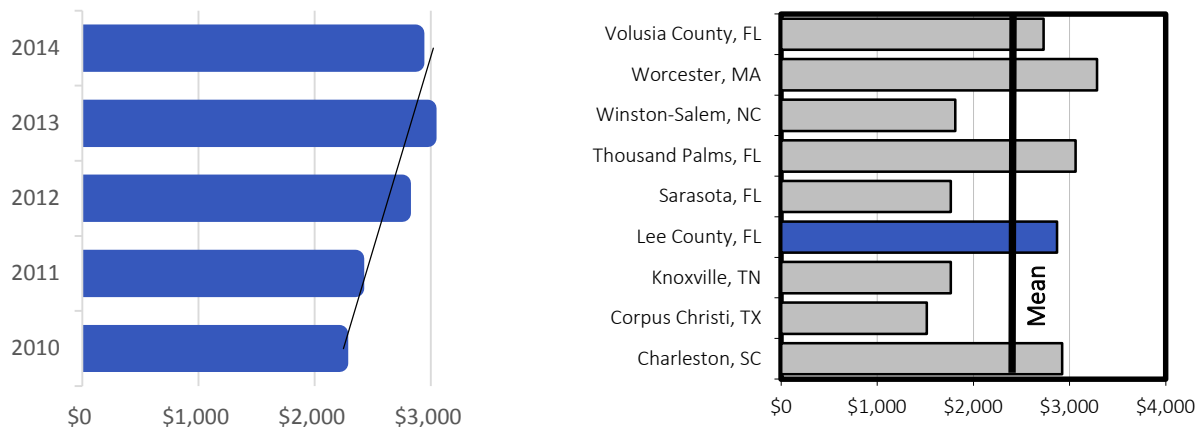
Figure 16: Trend and Peer Comparison for Vehicles Operated in Maximum Service



Passenger Fare Revenue

Passenger fare revenue is the total amount of funds generated from passenger fares. LeeTran’s passenger fare revenue increased from \$2,215,161 in 2010 to \$2,869,873 in 2014, an increase of 29.6 percent. In comparison to the peer groups, LeeTran’s passenger fares are 19 percent above the peer group mean. LeeTran’s one-way regular passenger fare of \$1.50 is consistent with three of the peer agencies, two agencies have a higher base fare, and three agencies have a lower base fare.

Figure 17: Trend and Peer Comparison for Passenger Fare Revenue (000)



Effectiveness Measures

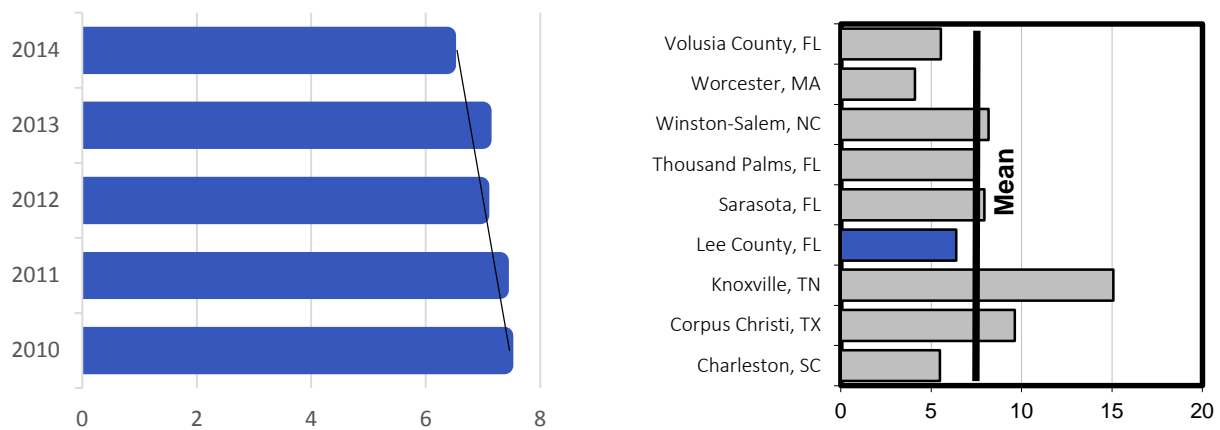
Effectiveness measures indicate the extent to which service-related goals are being met. Effectiveness measures include service supply, service consumption, and quality of service, and are represented by variables such as vehicle miles per capita, passenger trips per revenue hour, and average age of fleet. Figures 18 through 25 present the trend and peer analysis for these effectiveness performance indicators.

Vehicle Miles per Capita

Vehicle miles per capita is derived from the total system vehicle miles and the service area population within a ¼-mile distance of service provided. It measures the supply of service provided based on the demand within the service area. For LeeTran, vehicle miles per capita decreased by 13.6 percent, from 7.38 miles per capita in 2010 to 6.38 miles per capita in 2014. As previously mentioned, LeeTran reduced the amount of service provided in FY2014, but restored service in FY2015.

Vehicles miles per capita for LeeTran are 18 percent below the peer group mean. This may be contributed to the reduction in service that occurred in FY2014 as well as the LeeTran population ranking 20 percent above the peer group mean.

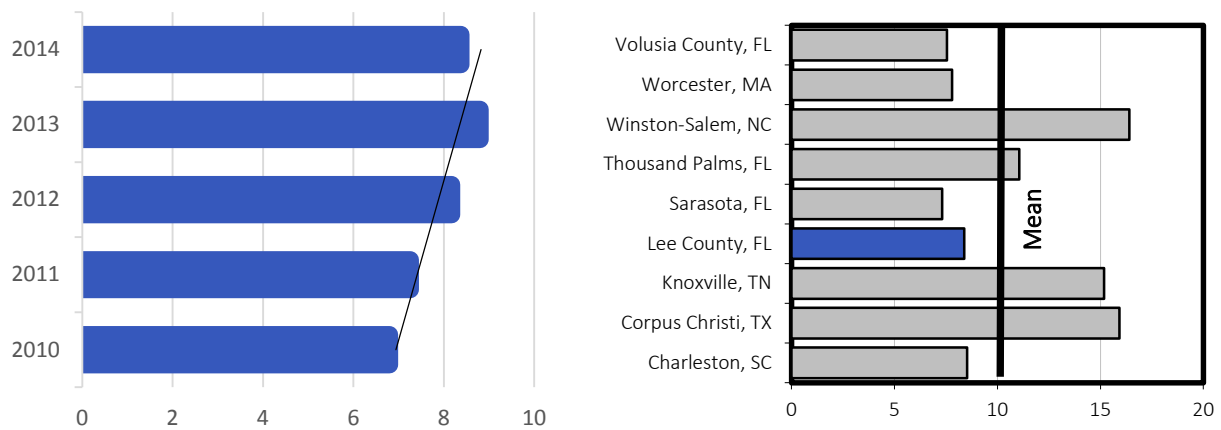
Figure 18: Trend and Peer Comparison for Vehicle Miles per Capita



Passenger Trips per Capita

Passenger trips per capita is calculated by dividing the total transit boardings by service area population. This measure of service effectiveness quantifies transit utilization within the service area. Passenger trips per capita in LeeTran increased by 23 percent from 6.8 in 2010 to 8.4 in 2014. This indicates that regardless of the service reductions that occurred in FY 2014, LeeTran’s passenger trips also continued to increase.

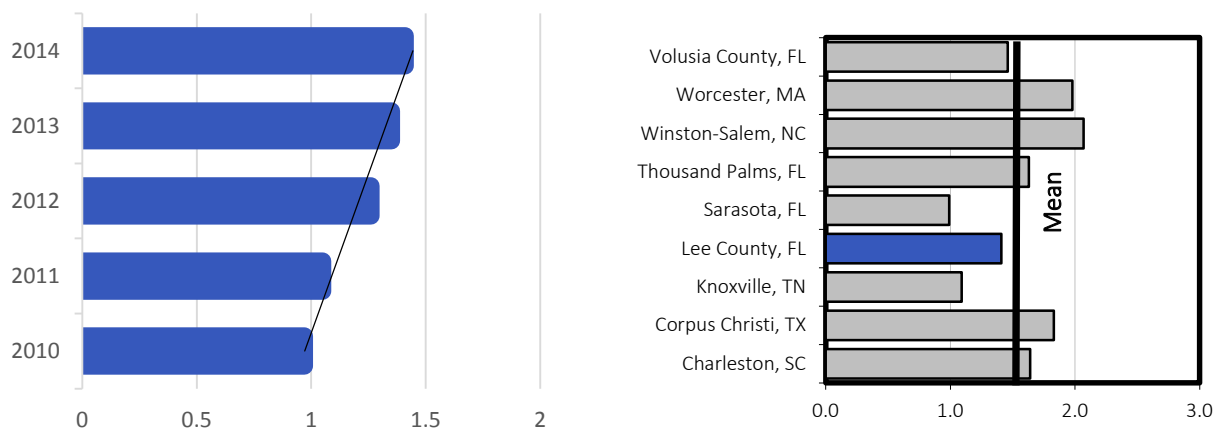
Figure 19: Trend and Peer Comparison for Passenger Trips per Capita



Passenger Trips per Revenue Mile

Passenger trips per revenue mile is calculated by dividing transit boardings by revenue miles. It is a measure for the supply of revenue service provided based on the level of demand. Passenger trips per revenue mile experienced an increase of 45.4 percent. This indicates the system was achieving an increase in ridership productivity between 2010 and 2014. However, when compared to its peer systems, LeeTran places 10 percent below the peer mean, indicating while the number of passenger trips for LeeTran is trending positively, some of the peer agencies may be achieving the same level of ridership and providing fewer revenue miles.

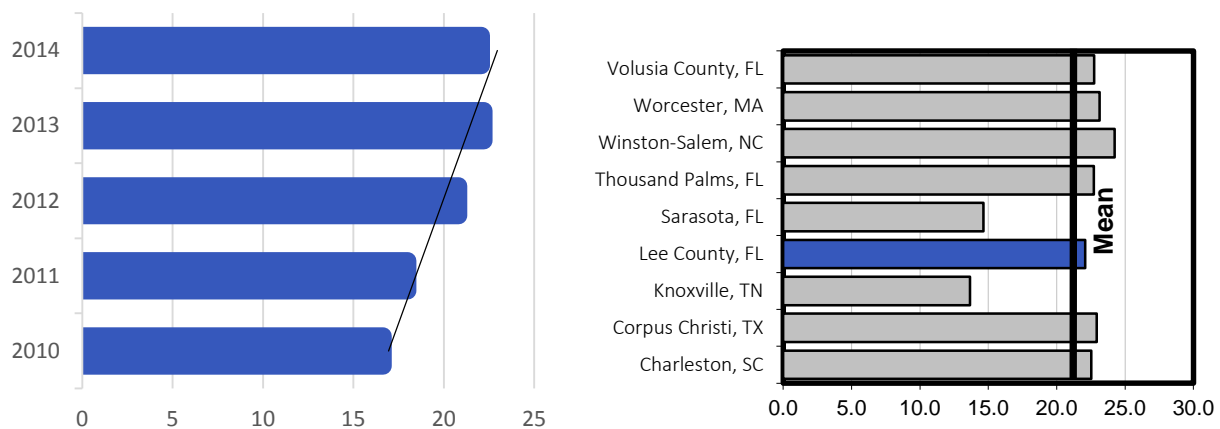
Figure 20: Trend and Peer Comparison for Passenger Trips per Revenue Mile



Passenger Trips per Revenue Hour

Passenger trips per revenue hour is a measure used to quantify service consumption. It can help evaluate the amount of resources consumed in providing service. From 2010 to 2014, LeeTran’s passenger trips per revenue hour increased by nearly 33 percent. This indicates that the system’s ridership was increasing over the five-year period while the amount of service provided was reduced. In comparison to the peer groups, LeeTran is approximately 5 percent above the mean for this measure.

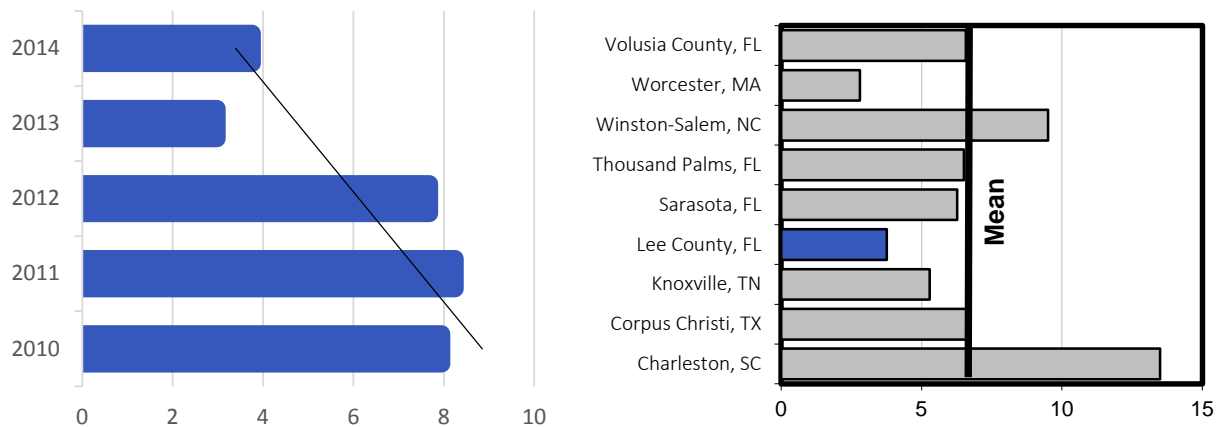
Figure 21: Trend and Peer Comparison for Passenger Trips per Revenue Hour



Average Age of Fleet

The average age of fleet is a measure of the quality of service being provided as it is indicative of the reliability or condition of the vehicles providing transit services. The average age of LeeTran’s fleet has decreased significantly from 8 in 2010 to 4 in 2014, an overall decrease of 53 percent. The average age of fleet is 44 percent below the peer group mean. The improvement of this measure results from LeeTran’s efforts to upgrade its fleet over the past few years.

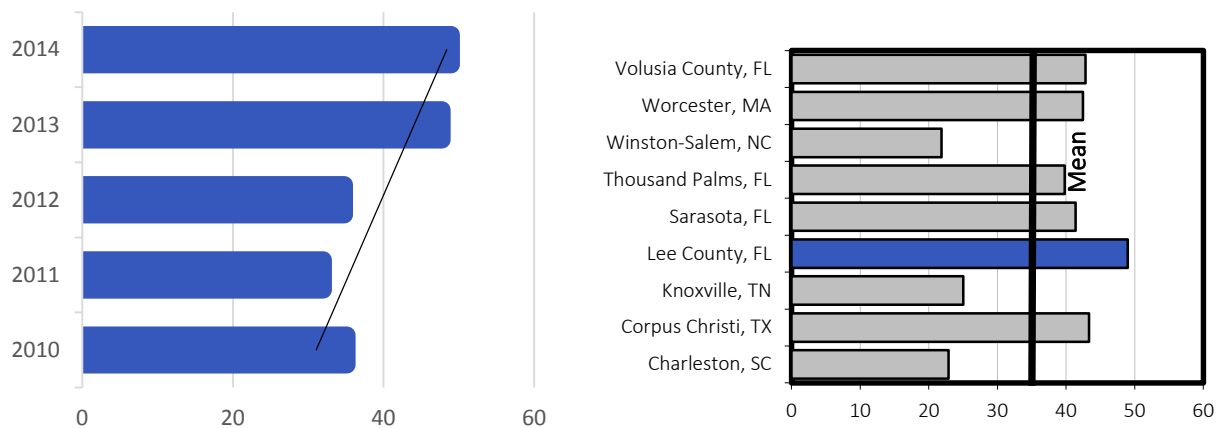
Figure 22: Trend and Peer Comparison for Average Age of Fleet



Average Headway

Average headway indicates how frequently transit service is provided. For LeeTran, the average headway increased from 35 minutes in 2010 to 49 minutes in 2014, an overall increase of 34 percent. Based on the peer review, LeeTran has the lowest frequency among the peer group and ranks 34 percent above the peer group mean, requiring passengers to wait longer between trips.

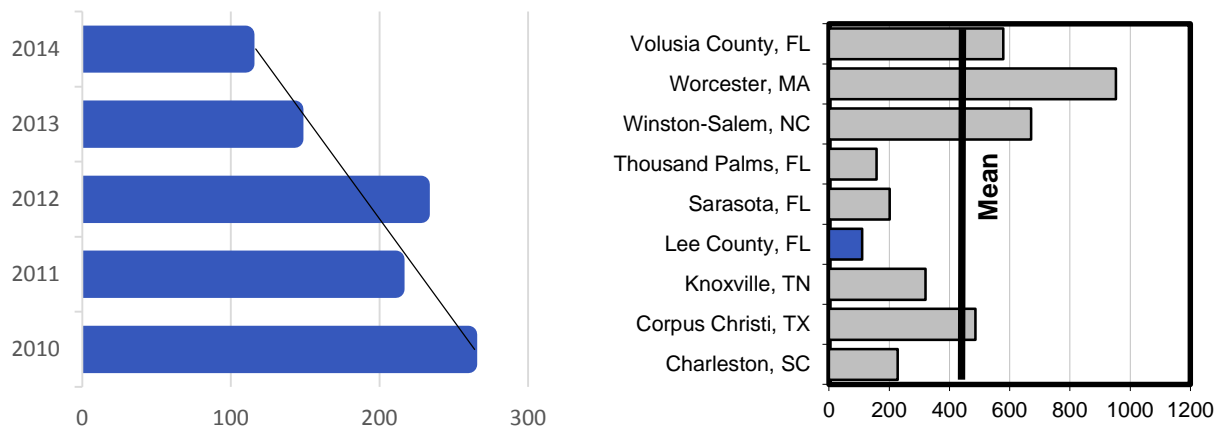
Figure 23: Trend and Peer Comparison for Average Headway



Number of Vehicle System Failures

The number of vehicle system failures reflect immediate maintenance needs. A low number of vehicle system failures helps to ensure the long-term viability and stability of the service and reduces overall cost in terms of both maintenance and the number of spare vehicles required. Changes in the system failure rate may be related to changes in the service levels and/or the average age of the fleet. The number of system failures decreased 58 percent from 260 in 2010 to 110 in 2014. In comparison to the peer groups, LeeTran had the fewest number of vehicle system failures in FY 2014 and ranked 73 percent below the peer group mean. This performance measure indicates that LeeTran’s fleet upgrades have contributed to not only the reduction in the average age of fleet but also a significant reduction in the number of vehicle system failures, which in turn increases service reliability.

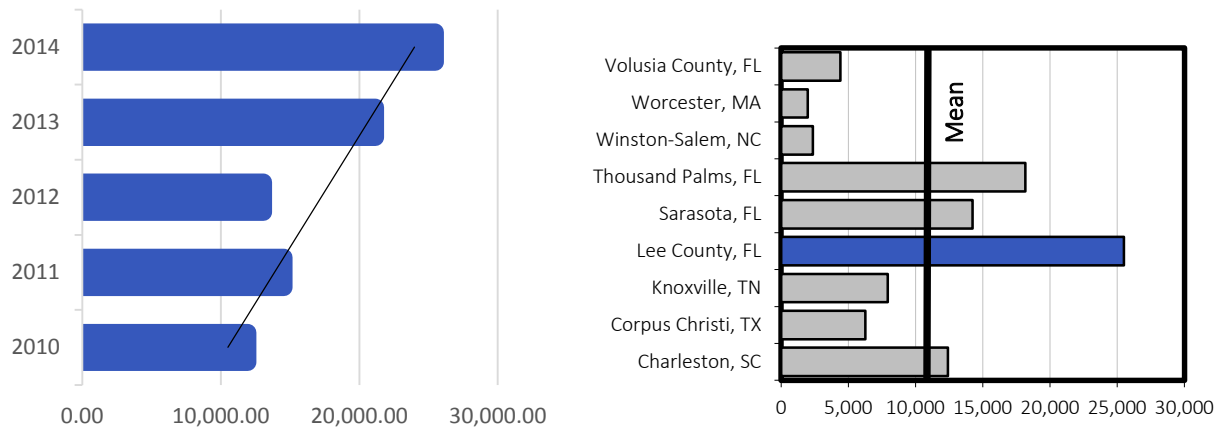
Figure 24: Trend and Peer Comparison for Number of Vehicle System Failures



Revenue Miles between Failures

Revenue miles between failures reflects quality of maintenance as well as loss in revenue due to operational failures and service shortages. A higher number of revenue miles between system failures can indicate a higher-quality passenger experience. For LeeTran, this effectiveness measure significantly peaked after 2012 increasing from 13,082 to 25,483 in 2014, an overall increase of 113 percent from 2010. LeeTran also had the highest number of revenue miles between failures in comparison to its peers ranking 146 percent above the peer group mean.

Figure 25: Trend and Peer Comparison for Revenue Miles between Failures



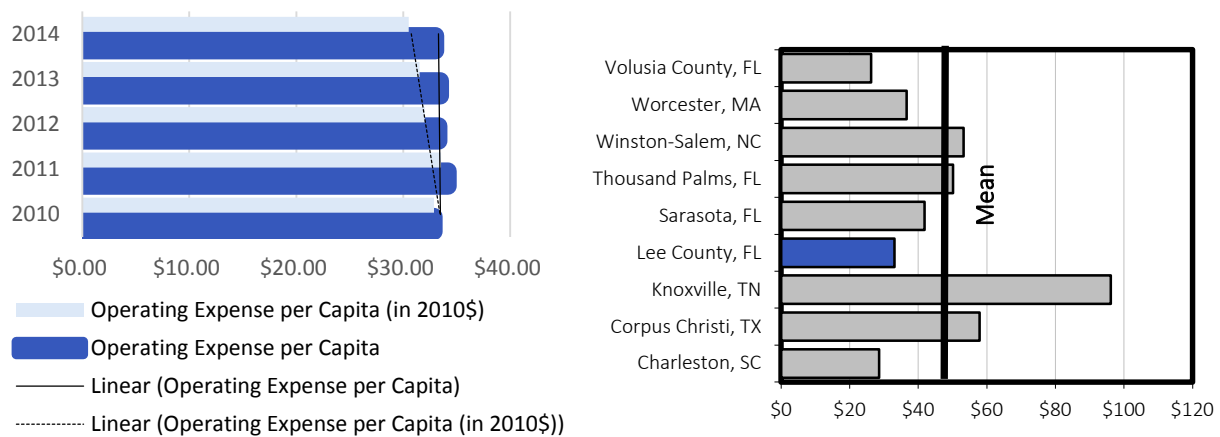
Efficiency Measures

Efficiency measures are used to evaluate and monitor the use of resources and how the system is performing based on the cost. Efficiency measures include cost efficiency, operating ratios, vehicle utilization, energy utilization, and fares. Figures 26 through 33 present the trend and peer analysis for these efficiency performance indicators.

Operating Expense per Capita

Operating expense per capita reflects the efficiency of the operating cost of the transit system per person within the service area. LeeTran’s operating expense per capita has remained fairly constant over the five year trend period increasing from \$32.88 in 2010 to \$33.03 in 2014, an overall increase of 0.5 percent. However, when excluding inflation, the operating expense per capita decreased 18.6 percent from 2010 to 2014. Compared to the peer systems, the LeeTran operating expense per capita of \$33.03 is 30 percent below the peer group mean. These measures indicate that LeeTran is operating efficiently in terms of the cost per person that may use the system within the service area.

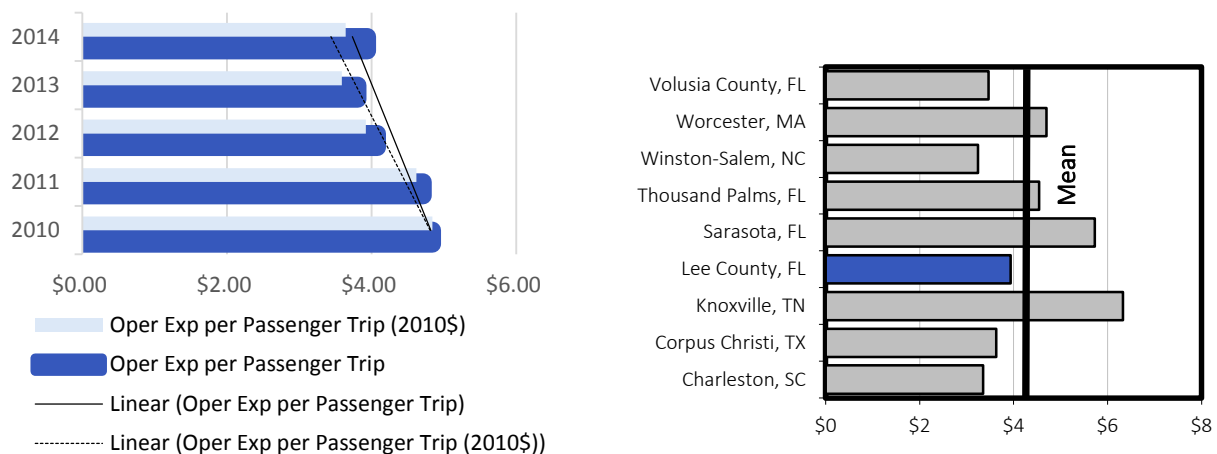
Figure 26: Trend and Peer Comparison for Operating Expense per Capita



Operating Expense per Passenger Trip

Operating expense per passenger trip measures the efficiency of transporting riders, both on how service is delivered and the market demands for the service. The LeeTran operating expense per passenger trip decreased by 19 percent over the five year period from \$4.84 to \$3.94. When excluding inflation, the operating expense per passenger trip in LeeTran decreased by 25 percent over the same period. LeeTran also ranked 9 percent below the peer group mean for this measure. These measures indicate that efficiency of transporting riders has improved.

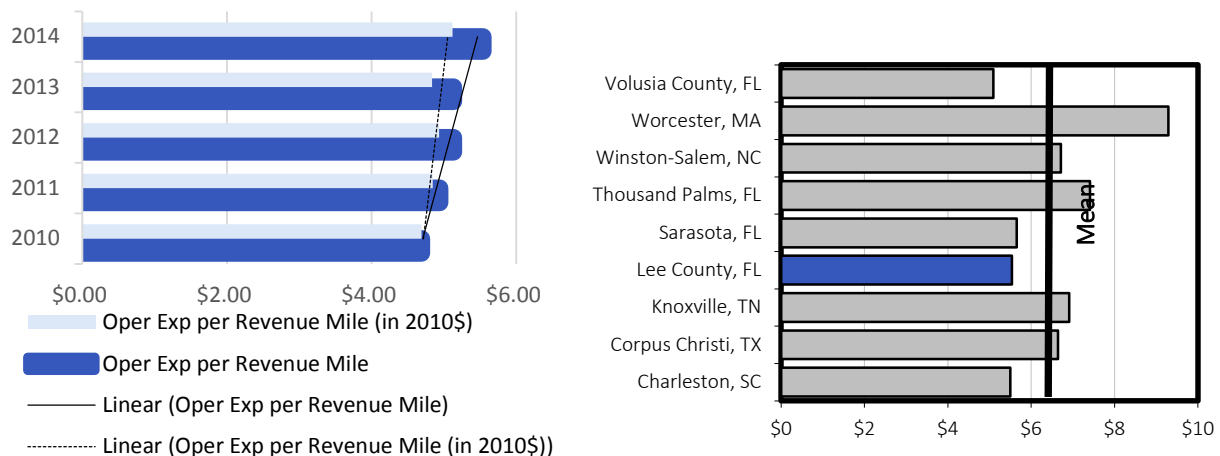
Figure 27: Trend and Peer Comparison for Operating Expense per Passenger Trip



Operating Expense per Revenue Mile

Operating expense per revenue mile can indicate how efficiently a transit service is delivered. LeeTran's operating expense per revenue mile increased 18 percent from \$4.69 in 2010 to \$5.54 in 2014. When excluding inflation, the same measure increased by 9 percent over the same period. The increase in operating expense per revenue mile may be contributed to the reduction in service that occurred in 2014. However, the LeeTran operating expense per revenue mile was 15 percent below the peer group mean, indicating that LeeTran is performing efficiently in comparison to the peer group.

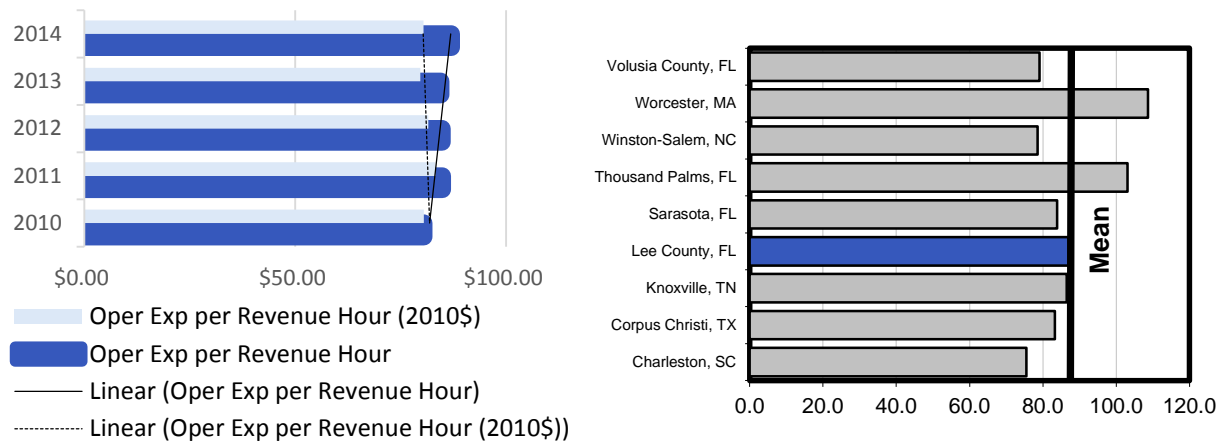
Figure 28: Trend and Peer Comparison for Operating Expense per Revenue Mile



Operating Expense per Revenue Hour

The operating expense per revenue hour measures the efficiency of transporting riders when factoring in vehicle speed. The operating expense per revenue hour increased by 8 percent from 2010 to 2014; however, with inflation excluded this same measure remained constant with a decrease of 0.15 percent. LeeTran’s operating expense per revenue hour was 0.3 percent less than the peer group mean.

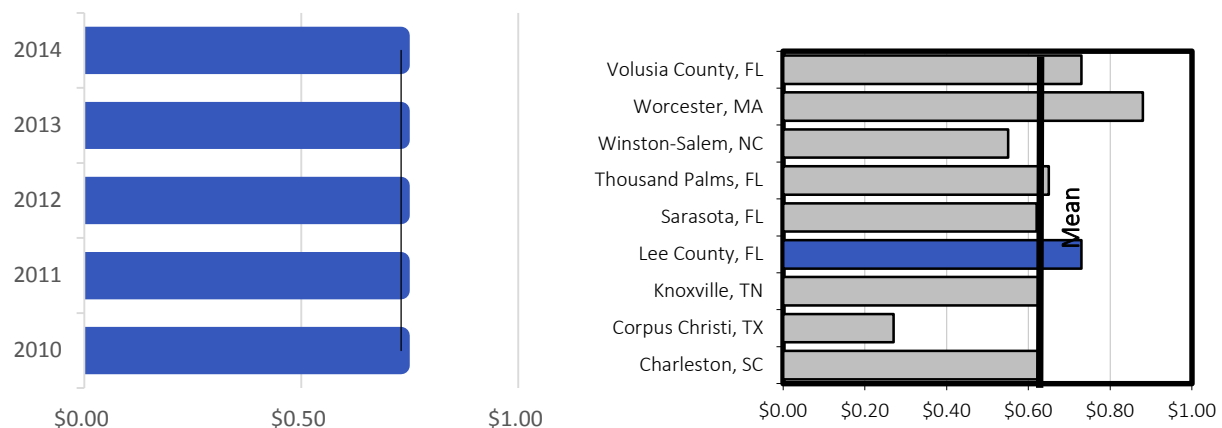
Figure 29: Trend and Peer Comparison for Operating Expense per Revenue Hour



Average Fare

The average fare is calculated by dividing the total passenger fare revenue collected by the total number of passengers. The average can be lowered by discounted fares and free transfers. LeeTran does not offer free transfers and passengers must pay the fare each time they board the bus or purchase a pass which may include a discount depending on the number of times the pass is used. LeeTran’s average fare has remained consistent at \$0.73 from 2010 to 2014. In comparison to the peer systems, LeeTran’s average fare is 15.5 percent above the peer group mean.

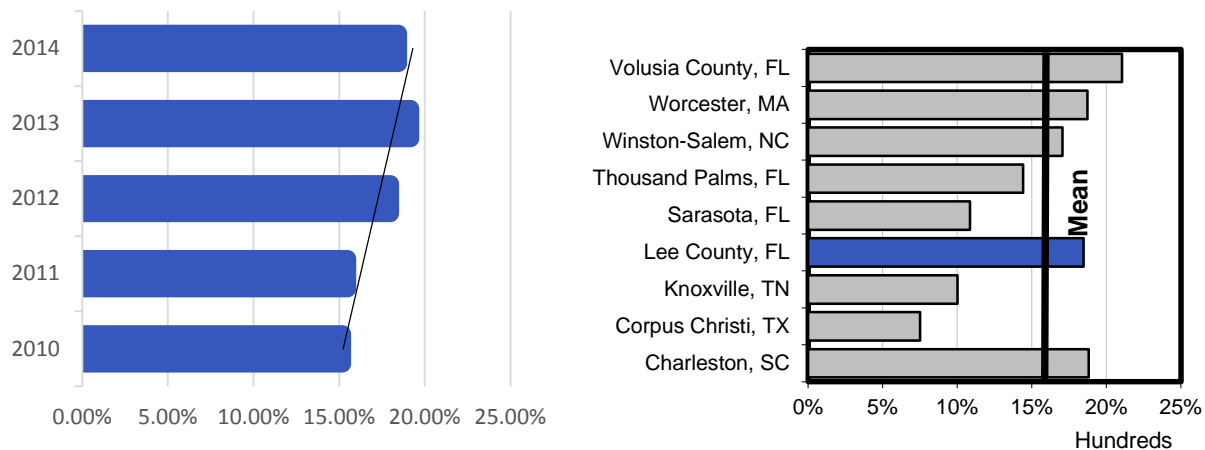
Figure 30: Trend and Peer Comparison for Average Fare



Farebox Recovery

Farebox recovery refers to the percent of the transit system’s total operating expenses that are funded with fares paid by passengers and is calculated by dividing the total fare revenue collected by the total operating expenses. LeeTran’s farebox recovery increased from 15.19 percent in 2010 to 18.46 in 2014, an overall increase of 21.5 percent for the five year period. In comparison to the peer group, LeeTran’s farebox recovery is 21.4 percent above the mean.

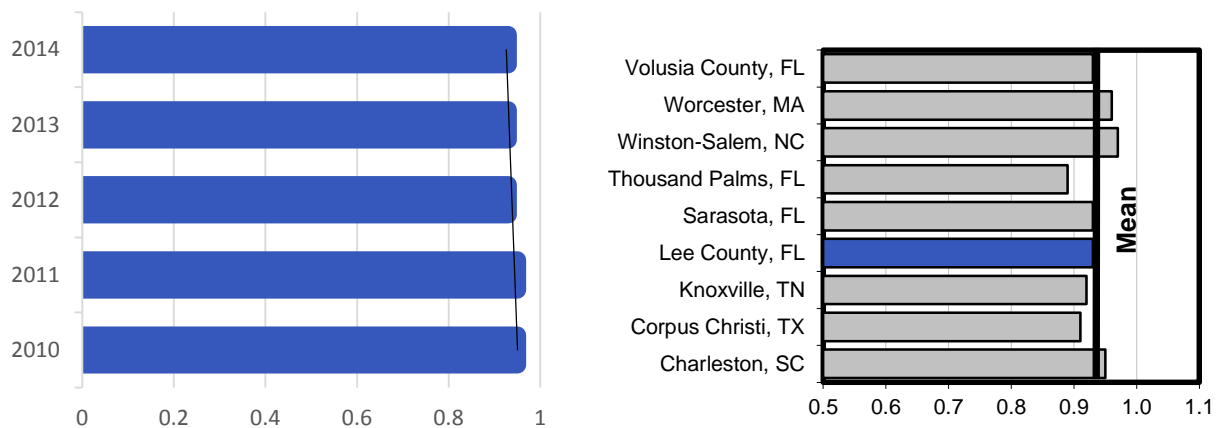
Figure 31: Trend and Peer Comparison for Farebox Recovery



Revenue Miles per Vehicle Mile

A higher ratio of revenue miles traveled to total vehicle miles generally indicates higher system productivity. For LeeTran, revenue miles per vehicle miles decreased by 2 percent over the five year period from 0.95 in 2010 to 0.93 in 2014. In comparison to the peer groups, LeeTran’s revenue miles per vehicle mile are 0.2 percent below the peer group mean indicating close consistency with the peer systems.

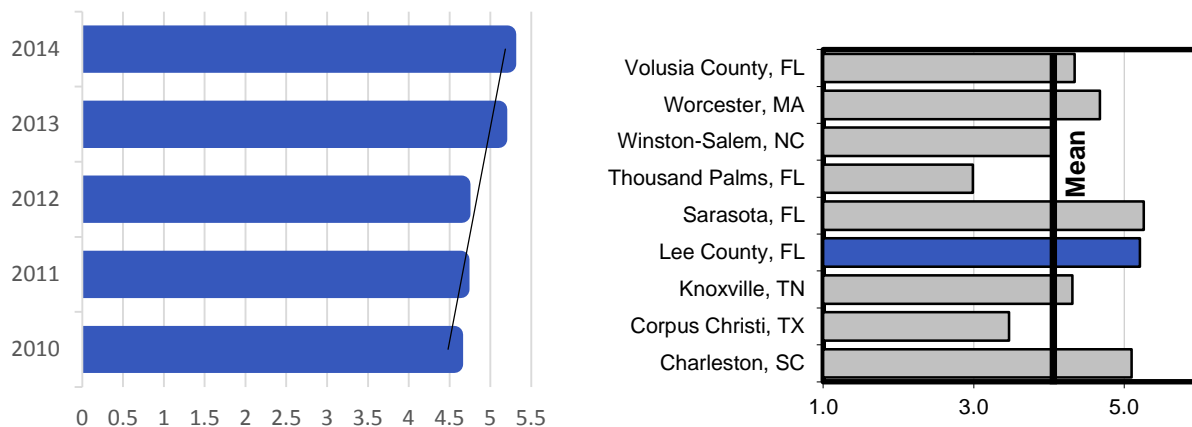
Figure 32: Trend and Peer Comparison for Revenue Miles per Vehicle Mile



Vehicle Miles per Gallon

Vehicle miles per gallon, or the ratio between fuel consumed and distance traveled, is an indication of fuel efficiency and applies only to diesel and gasoline powered vehicles. For LeeTran, Vehicle miles per gallon (or fuel efficiency) increased from 4.56 in 2010 to 5.21 in 2014, or 14 percent overall. Compared to the peer group, LeeTran’s vehicle miles per gallon were 19 percent above the mean. LeeTran’s improved fuel efficiency may be attributable to the fleet upgrades that occurred in 2013 and improved the average age of the LeeTran fleet.

Figure 33: Trend and Peer Comparison for Vehicle Miles per Gallon



Summary Results of Fixed-Route Trend and Peer Analysis

As previously discussed, an analysis of LeeTran’s fixed-route bus service from 2010 to 2014 was conducted using the most recent five-year NTD data available. Although the trend analysis is only one aspect of an overall transit performance evaluation, when combined with the peer review analysis, the results provide a starting point for understanding the efficiency and effectiveness of the transit system.

Trend Analysis Summary

Service Supply – Vehicle miles per capita (service supply) decreased by 13.6 percent over the five-year period, indicating that LeeTran’s service decreased during the analysis period. However, the decrease in service supply did not affect service consumption as that measure trended positive over the same timeframe. In addition, the service that was removed by LeeTran in 2014 was reinstated in 2015.

Service Consumption – Passenger trips per capita, per revenue mile, and per revenue hour have shown an increase over the five-year period. This trend indicates that LeeTran has been improving in system effectiveness over the last five years.

Quality of Service – The average age of fleet, number of vehicle system failures, and revenue miles between vehicle failures all trended positively over the five-year period. This indicates that the system’s service quality improved during this period.

Cost Efficiency – When taking inflation into consideration, the operating expense per capita and the operating expense per passenger trip experienced decreases between 2010 and 2014, indicating that the cost efficiency improved over the five-year period. Also when considering inflation, operating expense per

revenue mile increased and operating expense per revenue hour remained neutral. Indicating a small decrease in the cost efficiency of providing service. As mentioned previously, the increase is likely due to the elimination of some service in 2014.

Table 14 summarizes the trend analysis of LeeTran's existing fixed-route system in terms of the percent that each performance measure changed between 2010 and 2014.

Table 14: Summary of LeeTran Trend Analysis

Measure	% Change (2010-2014)	Indicator*
General Performance		
Service Area Population	6.1%	+
Passenger Trips	30.7%	+
Vehicle Miles	-8.3%	-
Revenue Miles	-9.8%	-
Total Operating Expense	6.6%	-
Passenger Fare Revenue	29.6%	+
Revenue Hours	-1.4%	O
Route Miles	33.7%	+
Vehicles Operated in Maximum Service	4.3%	+
Gallons of Fuel Consumed	-19.7%	+
Service Supply		
Vehicle Miles Per Capita	-13.6%	-
Service Consumption		
Passenger Trips per Capita	23.2%	+
Passenger Trips per Revenue Mile	45.4%	+
Passenger Trips per Revenue Hour	32.6%	+
Quality of Service		
Average Age of Fleet	-52.7%	+
Average Headway (min)	39.3%	-
Number of Vehicle System Failures	-57.7%	+
Revenue Miles Between Failures	113.2%	+
Availability		
Weekday Span of Service (in hours)	3.1%	+
Cost Efficiency		
Operating Expense per Capita	0.5%	O
Operating Expense per Passenger Trip	-18.6%	+
Operating Expense per Revenue Mile	18.1%	-
Operating Expense per Revenue Hour	8.1%	-
Operating Ratios		
Farebox Recovery (%)	21.5%	+
Vehicle Utilization		
Revenue Miles per Vehicle Miles	-2.1%	-
Energy Utilization		
Vehicle Miles per Gallon	14.3%	+
Fare		
Average Fare	0.0%	O

*Indicates a positive (+), negative (-), or neutral (O) trend.

Peer System Analysis Summary

The following summarizes the peer review analysis of performance indicators prepared for LeeTran.

General Performance – LeeTran performed above the peer group mean with the exception of revenue hours (-4.9%) and vehicles operated in maximum service (-6.6%). These measures indicate that LeeTran is providing an equivalent amount of passenger trips and revenue miles within fewer revenue hours and with less vehicles in service. In addition, LeeTran is collecting passenger fares at 19 percent above the peer group mean.

Service Supply - Vehicle miles per capita (service supply) is 17.8 percent below the peer group mean, indicating that LeeTran is providing more miles of service, but has a service area population that is nearly 20 percent above the peer group mean. The population in Lee County has grown 54 percent from 2000 to 2014 and continues to grow.

Quality of Service – LeeTran is performing well above its peers in terms of quality of service. The average age of the fleet is 44 percent below the peer group mean, while the number of vehicle system failures is 73 percent below the peer group mean. Revenue miles between failures is 146 percent above the peer group mean. These are all indicators of providing effective service with reliable equipment.

Cost Efficiency – LeeTran is also performing well in comparison to the peer group for efficiency. Operating expense per service area capita is 30 percent below the mean. While this is most likely contributable to the greater population in Lee County, LeeTran is also performing below the peer group mean for operating expense per passenger trip and operating expense per revenue mile. LeeTran's farebox recovery ratio and average fare are above the peer group mean indicating the agency's efficiency in fare collection.

Table 15: Summary of LeeTran Peer Trend Analysis

Performance Indicator/Measure	% from Peer Group Mean	Indicator*
Service Area Population	19.9%	+
Service Area Population Density	122.0%	+
Passenger Trips	0.9%	o
Revenue Miles	9.8%	+
Revenue Hours	-4.9%	-
Total Operating Expense	-5.2%	+
Passenger Fare Revenue	18.9%	+
Vehicles Operated in Maximum Service	-6.6%	-
Service Supply		
Vehicle Miles per Capita	-17.8%	-
Service Consumption		
Passenger Trips per Revenue Mile	-10.0%	-
Passenger Trips per Revenue Hour	5.3%	+
Quality of Service		
Average Age of Fleet	-44.4%	+
Number of Vehicle System Failures	-73.3%	+
Revenue Miles between Failures	146.1%	+
Cost Efficiency		
Operating Expense per Service Area Capita	-29.8%	+
Operating Expense per Passenger Trip	-8.9%	+
Operating Expense per Revenue Mile	-15.1%	+
Vehicle Utilization		
Revenue Miles per Vehicle Mile	-0.2%	o
Operating Ratio		
Farebox Recovery Ratio	21.4%	+
Fare		
Average Fare	15.5%	+

ADA Trend and Peer Reviews

To assess how efficiently LeeTran provides demand response service, a trend and peer analyses of critical performance indicators was conducted to examine the performance of its demand response service over a five-year period. Similar to the fixed-route trend and peer review, FY 2010 through 2014 NTD data was used.

The trend and peer review analyses are organized by the type of measure or indicator and include statistics, figures, and tables to illustrate LeeTran’s performance over the past five years and how LeeTran compares to selected peers. The agency’s selected for the demand response peer review replicate those used in the fixed-route peer review. Some of the peer agencies included in the review directly operate demand response transportation service and also may purchase transportation service from other providers. LeeTran directly operates its demand response service, which may sometimes lead to higher cost due to a greater emphasis on customer service versus a primary focus on productivity measures.

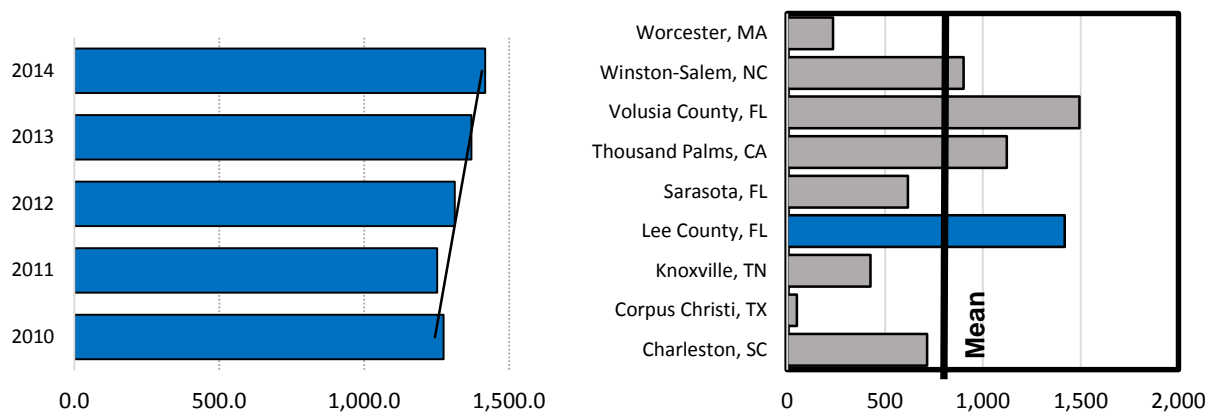
General Performance Measures

General performance indicators are used to gauge the overall system operating performance. Figures 34 through 41 present the performance indicators of LeeTran from FY 2010 through FY 2014 (trend analysis) and its performance relative to the selected peer systems (peer analysis).

Vehicle Miles

LeeTran’s total vehicle miles of service increased from 1,273,831 in 2010 to 1,417,921 in 2014, representing an 11 percent increase. When compared to the peer group, LeeTran vehicle miles perform 83 percent above the mean. The land area of the county with its bridges and barrier islands can contribute to the increased vehicle miles. Working to increase multi-loading can assist with reducing vehicle miles. The reduction in group trips may have also contributed to increased vehicle miles.

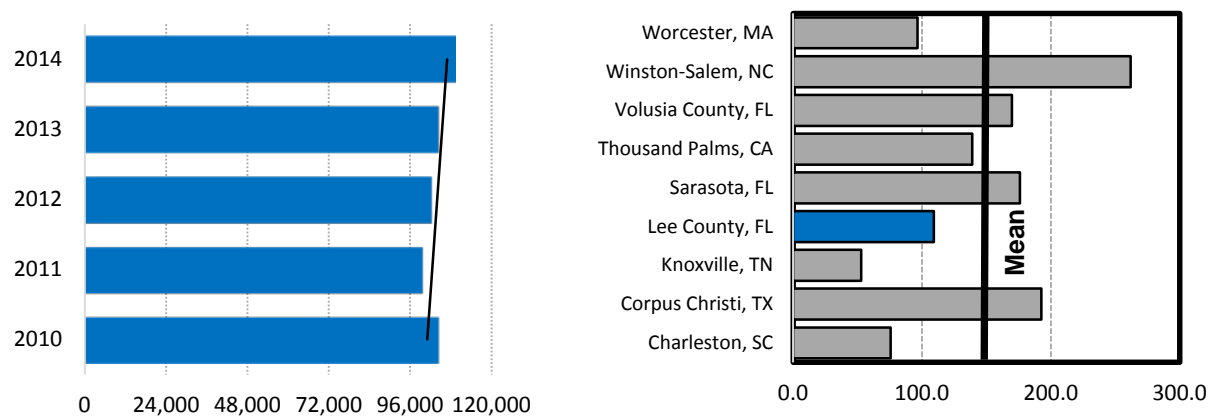
Figure 34: Trend and Peer Comparison for Vehicle Miles



Passenger Trips (Ridership)

The total number of passenger trips in Lee County increased from approximately 104,343 in 2010 to 109,281 in 2014, an increase of nearly 5 percent. When compared to its peers, passenger trips for Lee County is 23 percent below the mean for the selected peer group.

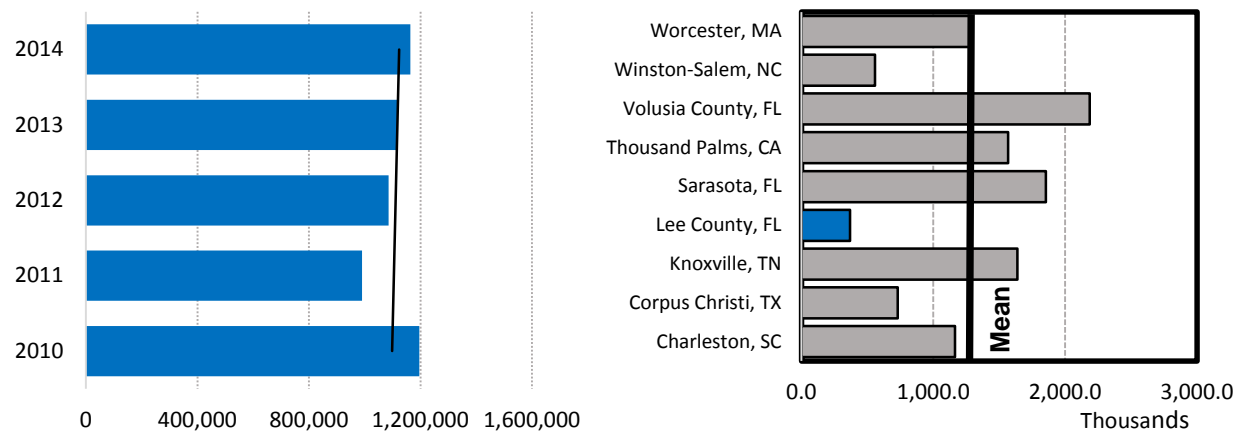
Figure 35: Trend and Peer Comparison for Passenger Trips



Passenger Miles

Demand response service has seen a nearly 3 percent decrease since 2010. In the past five years, 2011 exhibited the lowest passenger miles with a total of 990,646. When compared to its peers, LeeTran’s demand response passenger miles are approximately 71 percent below the peer group mean.

Figure 36: Trend and Peer Comparison for Passenger Miles



Revenue Miles and Hours

LeeTran’s demand response service experienced an increase in revenue miles by approximately 12 percent from 2010 to 2014. The system also operated 14 percent more revenue miles than the peer group mean in 2014. However, LeeTran’s demand response revenue hours only increased by three percent during the same period and are one percent below the peer group average.

Figure 37: Trend and Peer Comparison for Revenue Miles (000)

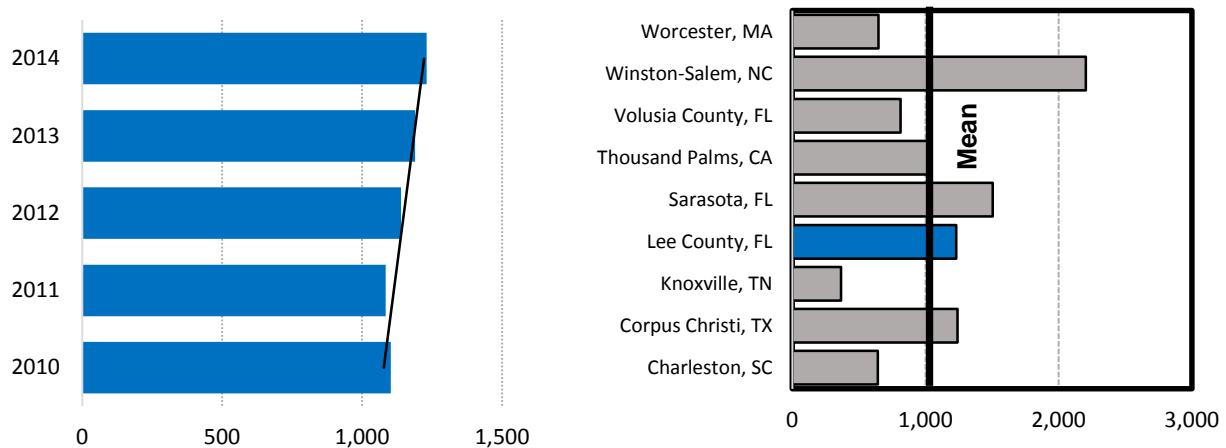
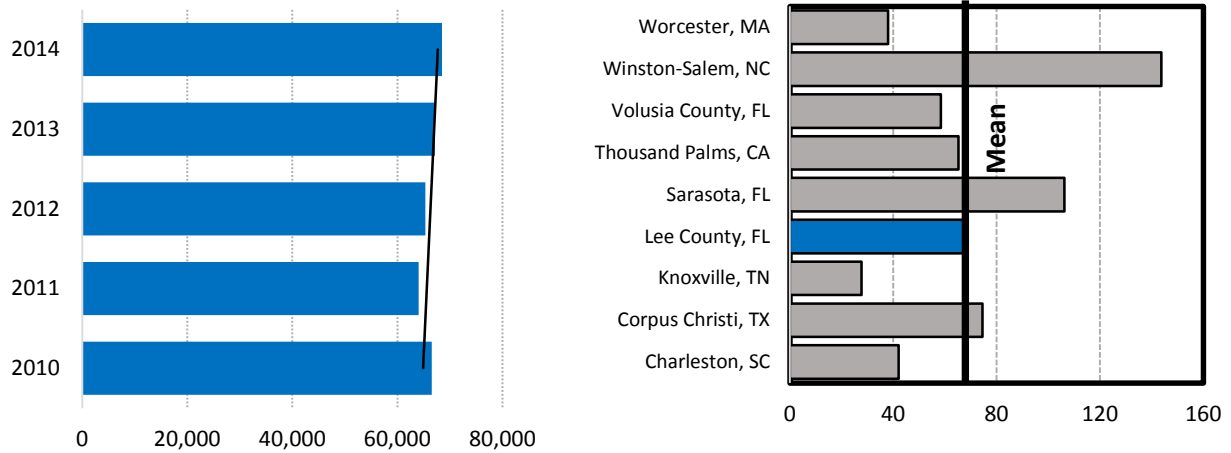


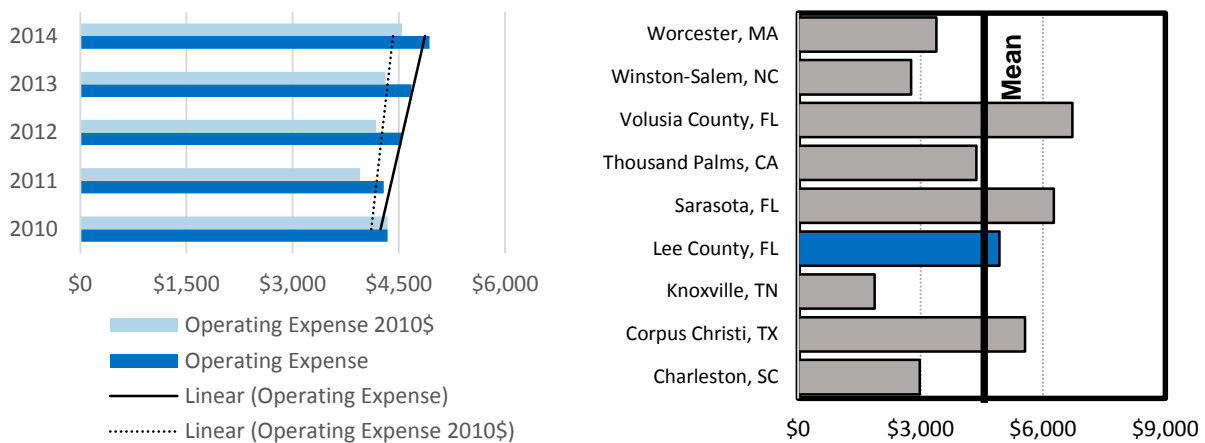
Figure 38: Trend and Peer Comparison for Revenue Hours (000)



Total Operating Expense

Total operating expense is the total expense associated with vehicle operations, maintenance and administration. LeeTran’s total operating expense for demand response service increased from \$4.3 million in 2010 to \$4.9 million in 2014, an increase of 13.7 percent. However, when taking into consideration the inflation factor, the actual total operating expense increased by 4.7 percent, measured in 2010 dollars. The total operating expense for LeeTran is more than the peer group mean by approximately 14 percent, which may directly correlate with the increased vehicle miles of service.

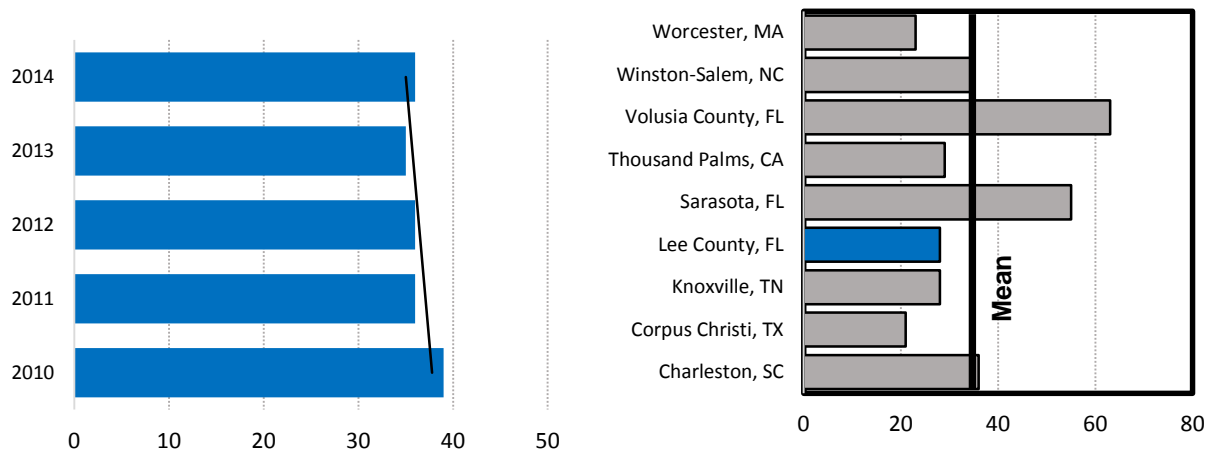
Figure 39: Trend and Peer Comparison for Operating Expense (000)



Vehicles Operated in Maximum Service

The trend reveals that the performance measure for vehicles operated in maximum service decreased by nearly 8 percent from 39 in 2010 to 36 in 2014. Although the number of vehicles operated in maximum service has decreased, the number of passenger trips have increased by 5 percent and vehicle revenue miles have increased by nearly 12 percent since 2010. These indicators exhibit a more efficient service than previously seen in 2010, however, when compared to the peer group, LeeTran is approximately 21 percent below the peer group mean for this measure.

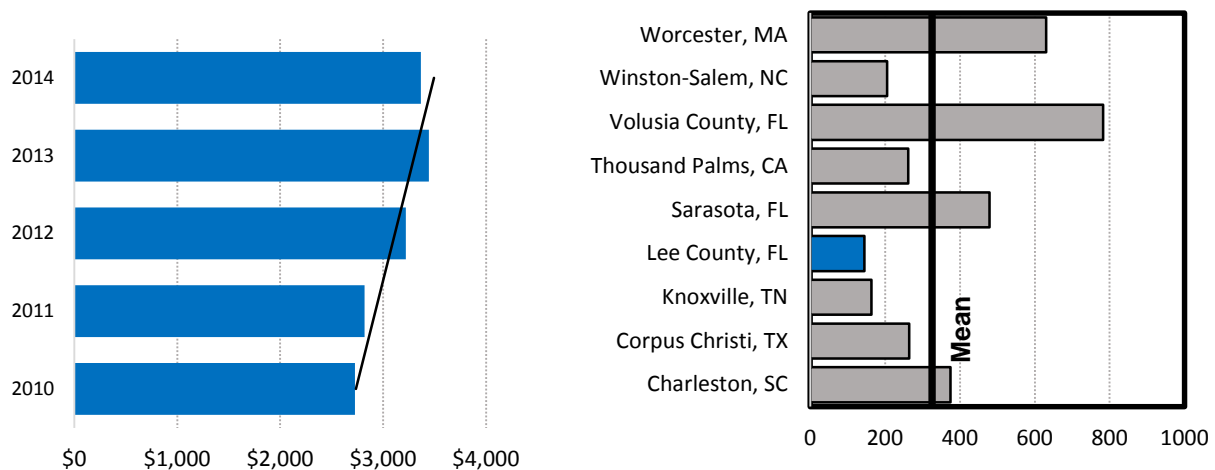
Figure 40: Trend and Peer Comparison for Vehicles Operated in Maximum Service



Passenger Fare Revenue

LeeTran's demand response passenger fare revenue peaked in 2013, and experienced an overall increase by 23 percent from \$2,727,377 in 2010 to \$3,365,315 in 2014. In comparison to the peer group, LeeTran's passenger fares are 60.6 percent below the peer group mean. The amount of ADA fare that can be collected is directly related to the fixed-route bus fare. The ADA fare is limited to twice the base bus fare.

Figure 41: Trend and Peer Comparison for Passenger Fare Revenue



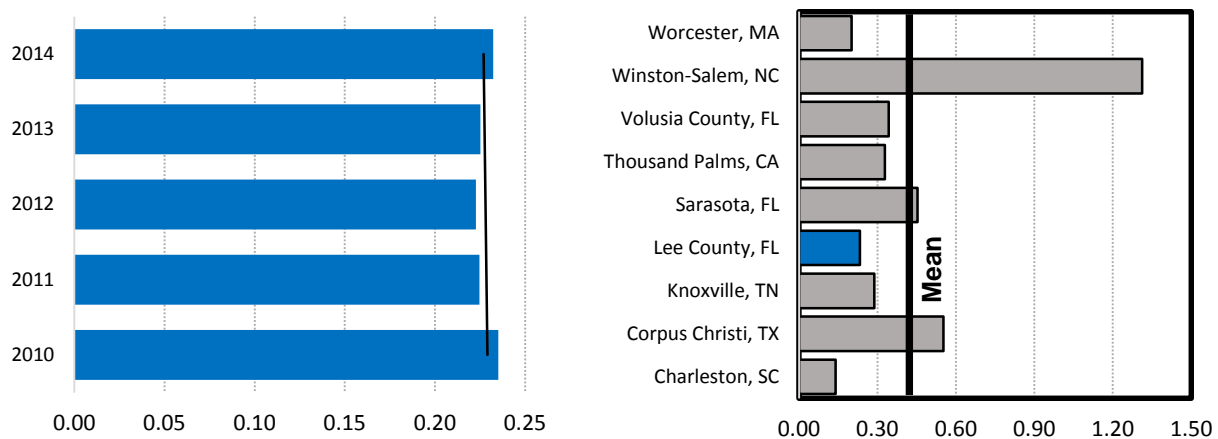
Effectiveness Measures

Effectiveness measures indicate the extent to which service-related goals are being met. Effectiveness measures include service supply, service consumption, and quality of service, and are represented by variables such as vehicle miles per capita, passenger trips per revenue hour, and average age of fleet. Figures 42 through 47 present the trend and peer analysis for these effectiveness performance indicators.

Passenger Trips per Capita

This measure of service effectiveness quantifies transit utilization within the service area. Passenger trips per capita in LeeTran decreased by 1.3 percent from 0.24 in 2010 to 0.23 in 2014. The peer review indicated that passenger trips per capita on the demand response system are nearly 46 percent below the peer group mean. Due to the significant cost of paratransit trips over fixed-route trips, LeeTran is performing more efficiently by having higher fixed-route ridership and lower paratransit ridership.

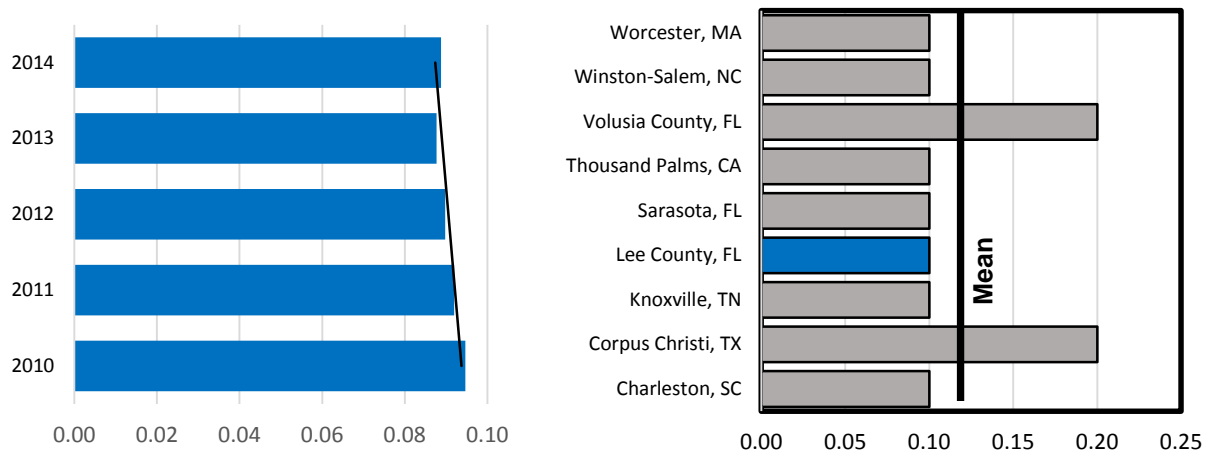
Figure 42: Trend and Peer Comparison for Passenger Trips per Capita



Passenger Trips per Revenue Mile

Passenger trips per revenue mile experienced a decrease of 6 percent. This indicates that passenger trips on the demand response system were not increasing at the same pace as revenue miles over the five-year period. When compared to its peer systems, LeeTran places 18 percent below the peer mean.

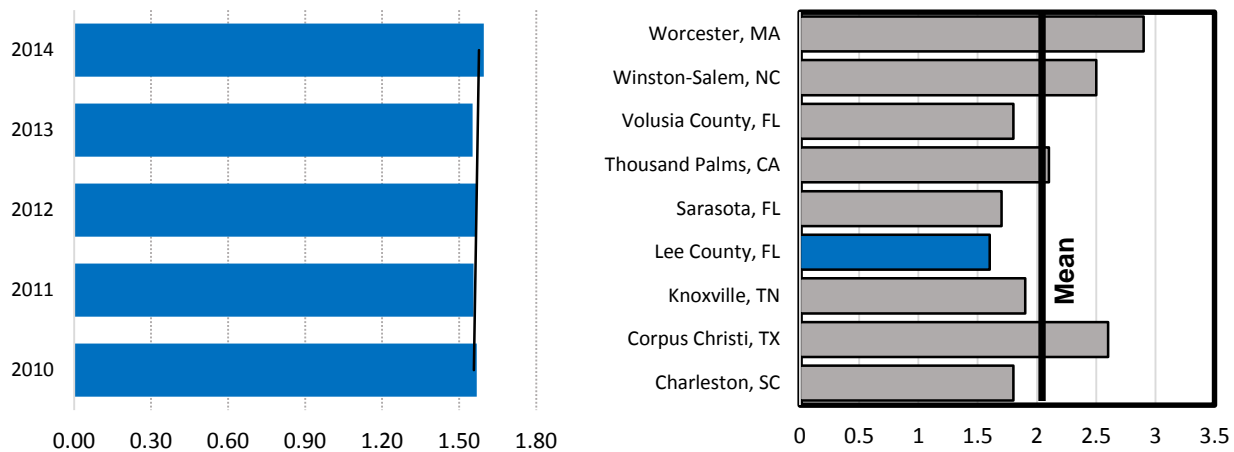
Figure 43: Trend and Peer Comparison for Passenger Trips per Revenue Mile



Passenger Trips per Revenue Hour

From 2010 to 2014, LeeTran’s passenger trips per revenue hour increased by nearly 2 percent. This indicates that the system’s ridership and revenue hours only slightly increased over the five year period. In comparison to the peer groups, LeeTran is nearly 24 percent below the mean for this measure.

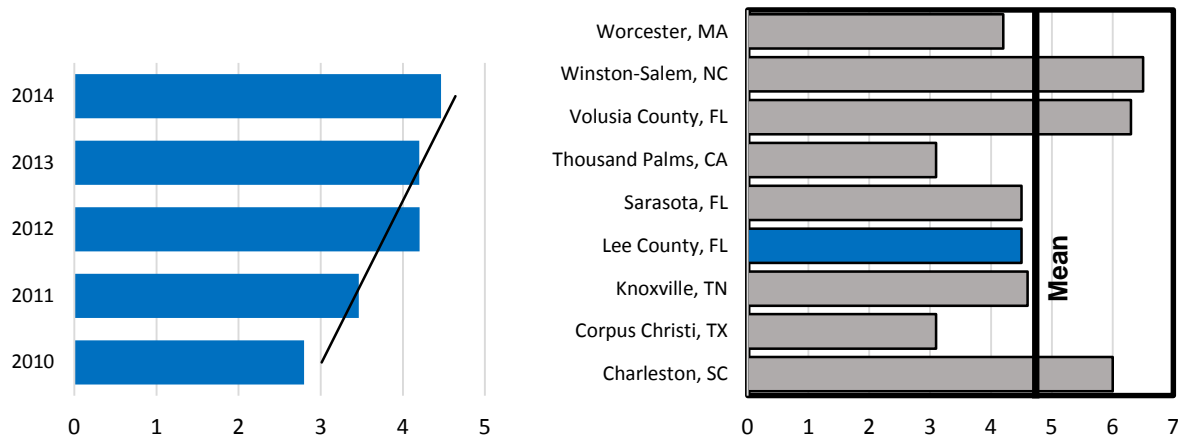
Figure 44: Trend and Peer Comparison for Passenger Trips per Revenue Hour



Average Age of Fleet

The average age of LeeTran’s fleet has increased from 2.8 in 2010 to 4.5 in 2014, an overall increase of 60 percent. The average age of fleet is nearly 5 percent below the peer group mean.

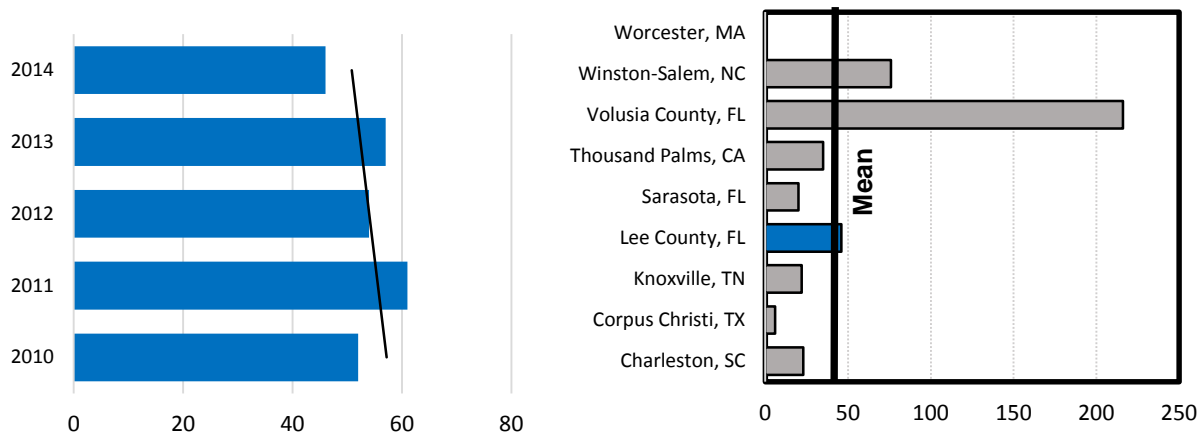
Figure 45: Trend and Peer Comparison for Average Age of Fleet



Number of Vehicle System Failures

Changes in the system failure rate may be related to changes in the service levels and/or the average age of the fleet. The number of system failures decreased 11.5 percent from 52 in 2010 to 46 in 2014. In comparison to the peer groups, LeeTran had 6.8 percent fewer vehicle system failures than the peer group mean of 49.

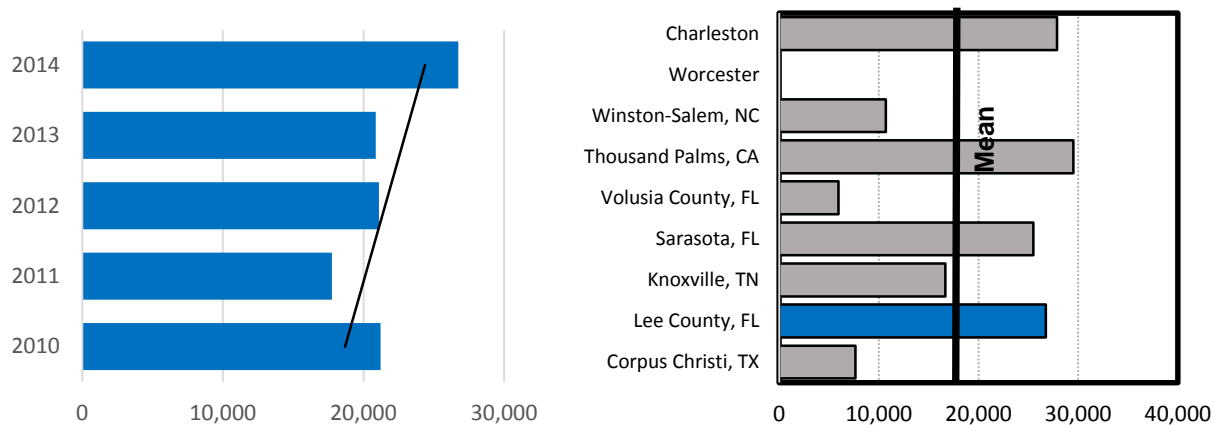
Figure 46: Trend and Peer Comparison for Number of Vehicle System Failures



Revenue Miles between Failures

A higher number of revenue miles between system failures can indicate a higher quality of passenger experience. For LeeTran, this effectiveness measure experienced a 26 percent increase from 21,205 in 2010 to 26,751 in 2014. LeeTran also ranked 42 percent above the peer group mean for this measure. Demand response service in Worcester, MA did not report its performance for this measure; therefore, that system was excluded from the peer analysis.

Figure 47: Trend and Peer Comparison for Revenue Miles between Failures



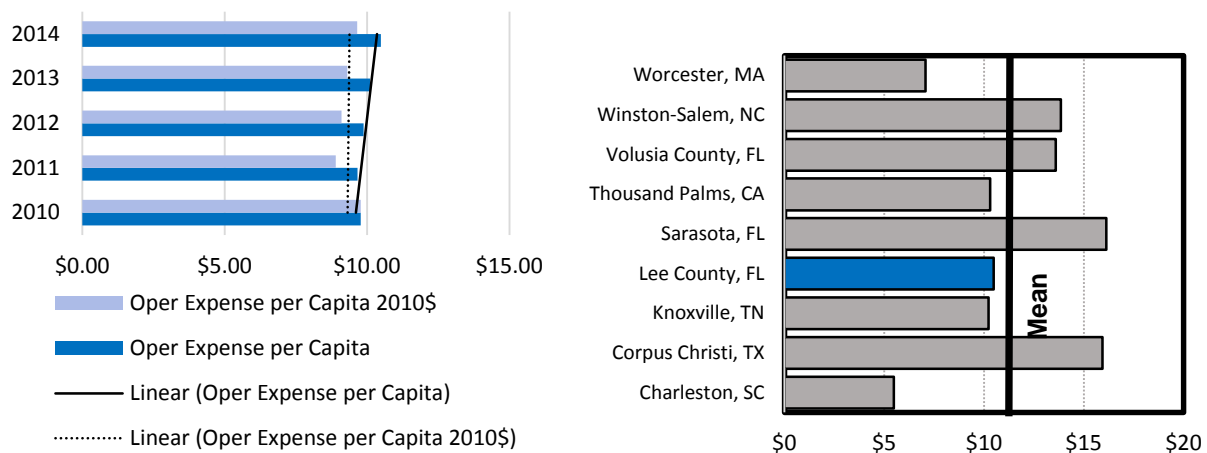
Efficiency Measures

Efficiency measures are used to evaluate and monitor the use of resources and how the system is performing based on the cost. Efficiency measures include cost efficiency, operating ratios, vehicle utilization, energy utilization, and fare. These measures are represented by the variables that are reviewed in the remainder of this section. Figures 48 through 53 present the trend and peer analysis for these efficiency performance indicators.

Operating Expense per Capita

LeeTran’s operating expense per capita has increased over the five year trend period from \$9.78 in 2010 to \$10.48 in 2014, an overall increase of 7 percent. When excluding inflation, the operating expense per capita decreased 1.3 percent from 2010 to 2014. Compared to the peer systems, the LeeTran operating expense per capita of \$10.48 is 8.5 percent below the peer group mean. These measures indicate that LeeTran is operating efficiently in terms of the cost per person that may use the system within the service area.

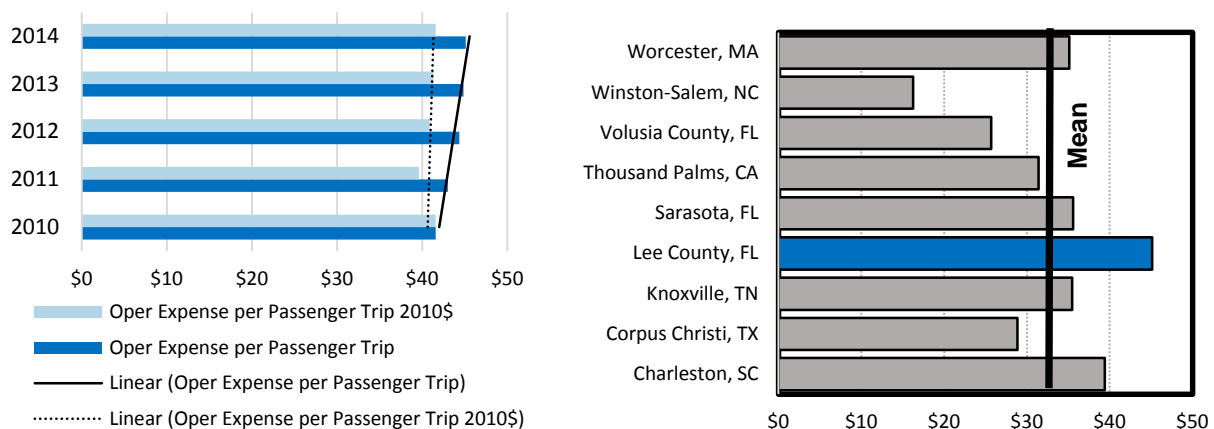
Figure 48: Trend and Peer Comparison for Operating Expense per Capita



Operating Expense per Passenger Trip

The LeeTran operating expense per passenger trip increased by 8.5 percent over the five year period from \$41.59 to \$45.14. When excluding inflation, the operating expense per passenger trip in LeeTran remained relatively constant over the same period. However, LeeTran has the highest operating expenses per passenger trips among the peer group; nearly 39 percent above the peer group mean. Opportunities to increase multi-loading can improve operating expense per passenger trip.

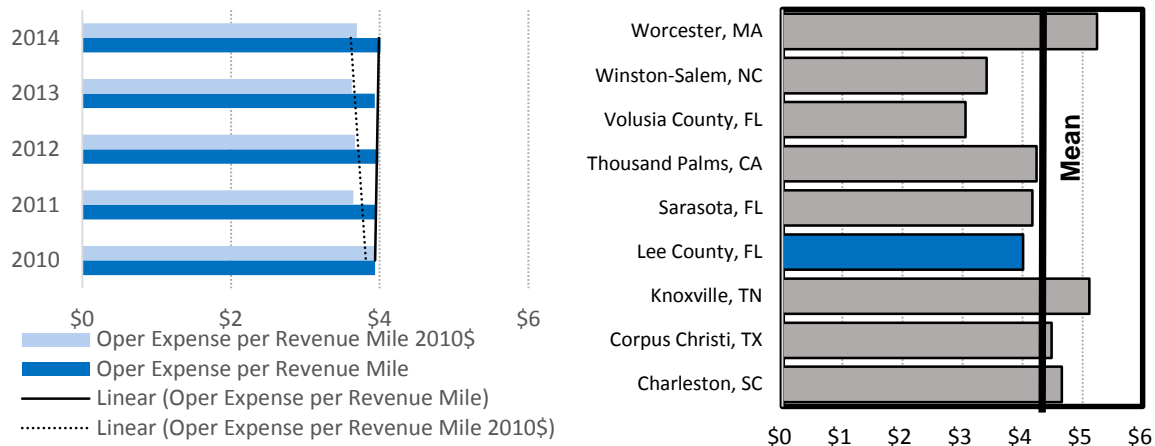
Figure 49: Trend and Peer Comparison for Operating Expense per Passenger Trip



Operating Expense per Revenue Mile

LeeTran’s operating expense per revenue mile increased 1.9 percent from \$3.94 in 2010 to \$4.01 in 2014. When excluding inflation, the same measure decreased by 6.2 percent over the same period. However, the LeeTran operating expense per revenue mile was 5.8 percent below the peer group mean, indicating that LeeTran is performing efficiently in comparison to the peer group.

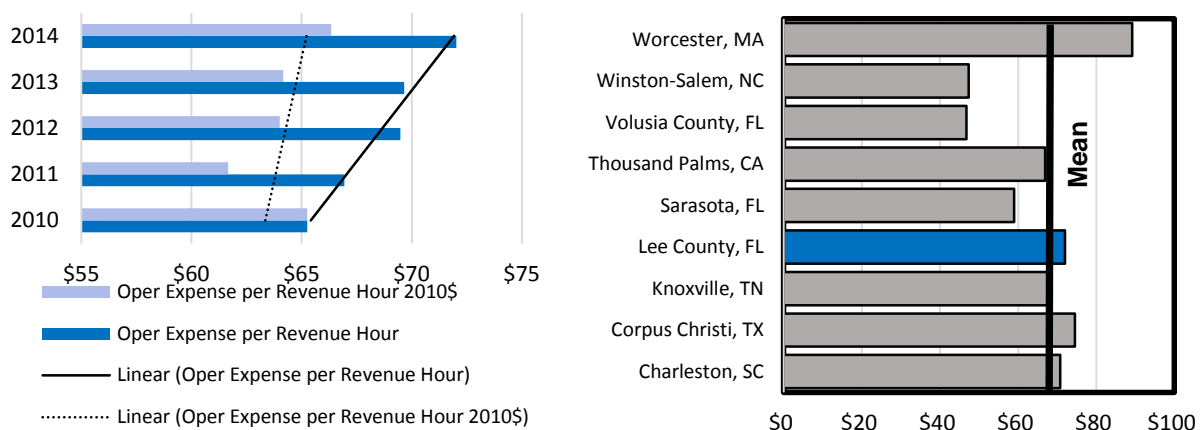
Figure 50: Trend and Peer Comparison for Operating Expense per Revenue Mile



Operating Expense per Revenue Hour

The operating expense per revenue hour increased by 10.4 percent from 2010 to 2014; however, with inflation excluded this same measure increased 1.7 percent. LeeTran’s operating expense per revenue hour was 9.1 percent more than the peer group mean.

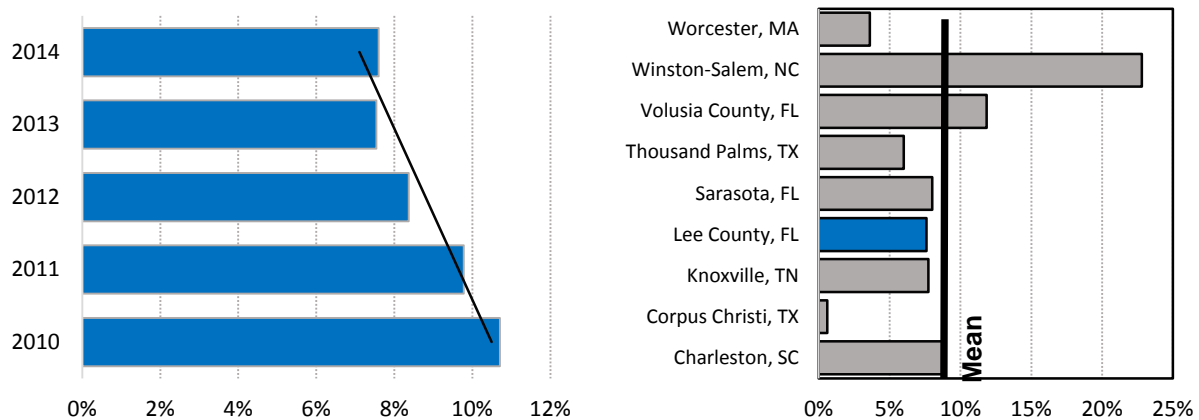
Figure 51: Trend and Peer Comparison for Operating Expense per Revenue Hour



Farebox Recovery

LeeTran’s farebox recovery decreased from 10.7 percent in 2010 to 7.6 in 2014, an overall decrease of 29.1 percent for the five year period. In comparison to the peer group, LeeTran’s farebox recovery is 11.3 percent below the peer group mean.

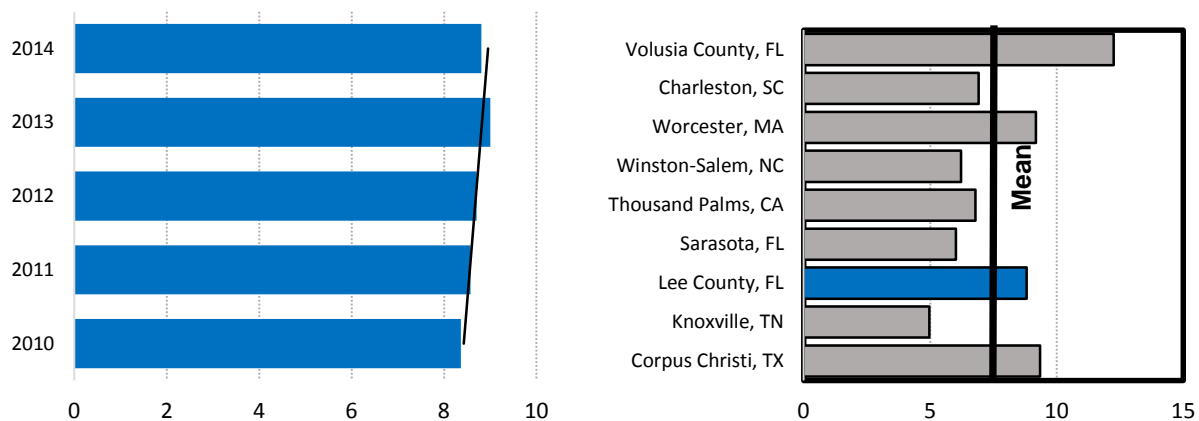
Figure 52: Trend and Peer Comparison for Farebox Recovery



Vehicle Miles per Gallon

Vehicle miles per gallon, or the ratio between fuel consumed and distance traveled, is an indication of fuel efficiency and applies only to diesel and gasoline powered vehicles. For LeeTran, Vehicle miles per gallon (or fuel efficiency) increased from 8.4 in 2010 to 8.1 in 2014, or 5.3 percent overall. Compared to the peer group, LeeTran’s vehicle miles per gallon were 12.5 percent above the mean.

Figure 53: Trend and Peer Comparison for Vehicle Miles per Gallon



Summary Results of ADA Trend and Peer Analysis

As previously mentioned under the fixed-route section, the trend analysis is only one aspect of an overall performance evaluation, but when combined with the peer review analysis, the results provide a starting point for understanding the efficiency and effectiveness of the transit system. This section describes the results of the LeeTran demand response trend analysis and peer review.

Trend Analysis Summary

Service Supply – Vehicle miles per capita (service supply) increased by 5 percent over the five-year period, indicating that LeeTran’s service, including deadhead miles, increased during the analysis period. Vehicle miles and revenue miles both increased over the five-year period along with a five percent increase in passenger trips.

Service Consumption – Passenger trips per capita and per revenue mile experienced a decline over the five-year period, while passenger trips per revenue hour showed a slight increase over the same period. This indicates that service consumption is declining despite the increases in service supply.

Quality of Service – The number of vehicle system failures, and revenue miles between vehicle failures trended positively over the five-year period, while average age of fleet has significantly increased. This indicates that the system’s service quality improved overall during this period, despite an increase in average age of fleet.

Cost Efficiency – When taking inflation into consideration, the operating expense per capita and the operating expense per passenger trip remained relatively constant between 2010 and 2014. Indicating that the cost efficiency maintained over the five-year period. Also when considering inflation, operating expense per revenue mile decreased and operating expense per revenue hour slightly increased, indicating a small increase in the cost efficiency of providing service.

Table 16 summarizes the trend analysis of the LeeTran Passport demand response system in terms of the percent that each performance measure changed between 2010 and 2014.

Table 16: Summary of LeeTran Trend Analysis

Measure	% Change (2010-2014)	Indicator*
General Performance		
Passenger Trips	4.7%	+
Vehicle Miles	11.3%	+
Revenue Miles	11.6%	+
Total Operating Expense	13.7%	-
Passenger Fare Revenue	23.4%	+
Revenue Hours	3.0%	o
Vehicles Operated in Maximum Service	-7.7%	-
Service Consumption		
Passenger Trips per Capita	-1.3%	o
Passenger Trips per Revenue Mile	-6.2%	-
Passenger Trips per Revenue Hour	1.7%	+
Quality of Service		
Average Age of Fleet	59.7%	-
Number of Vehicle System Failures	-11.5%	+
Revenue Miles Between Failures	26.2%	+
Cost Efficiency		
Operating Expense per Capita	7.2%	-
Operating Expense per Passenger Trip	8.5%	-
Operating Expense per Revenue Mile	1.9%	-
Operating Expense per Revenue Hour	10.4%	-
Operating Ratios		
Farebox Recovery (%)	-29.1%	-
Energy Utilization		
Vehicle Miles per Gallon	5.3%	+

*Indicates a positive (+), negative (-), or neutral (o) trend.

ADA Peer System Analysis Summary

The following summarizes the peer review analysis of performance indicators prepared for LeeTran.

General Performance – In comparison to the peer group, LeeTran provided more revenue miles than the peer group average; however, the total operating expense on the demand response service is also above the peer group mean. The amount of service provided in terms of revenue hours is neutral and the system is providing fewer passenger trips than the peer group mean but with less vehicles operated in maximum service. As a result, fewer passenger fares are also collected in comparison to the peer group average.

Service Supply – Passenger trips per revenue mile and revenue hour are trending below the peer group mean, indicating that the service consumption is lower than the service supplied.

Quality of Service – LeeTran is performing above its peers in terms of quality of service. The average age of the fleet is 5.4 percent below the peer group mean, while the number of vehicle system failures is 6.8

percent below the peer group mean. Revenue miles between failures is 42 percent above the peer group mean. These are all indicators of providing effective service with reliable equipment.

Cost Efficiency – LeeTran is also performing well in comparison to the peer group for efficiency. Operating expense per service area capita and per revenue mile are below the mean. LeeTran is performing above the peer group mean for operating expense per passenger trip and revenue hour.

Table 17 summarizes the peer review analysis of the LeeTran Passport demand response system. LeeTran’s performance is shown in comparison to the peer group average. It is important to note that the information for the peer group analyses is based on NTD data and does not differentiate between those systems which provide additional services that can qualify as ADA related transportation, such as extending the ¼-mile minimum service area boundary, providing additional senior service programs and group trips. LeeTran operates an ADA only demand response service, which has seen an increase in applicants in recent years. Transportation Disadvantaged and Medicaid services are provided by Good Wheels, Inc. that utilizes contracted revenues to assist in covering operating expenses. In addition, with the ADA only service operated by LeeTran, there is a greater likelihood for travel requiring use of a lift device that can increase boarding times and has an impact on service efficiency. LeeTran recently implemented premium ADA transportation service, allowing access throughout the County, which from recent data are showing greater trip length averages.

Table 17: Summary of LeeTran Peer Trend Analysis

Performance Indicator/Measure	% from Peer Group Mean	Indicator*
Passenger Trips	-22.8%	-
Revenue Miles	14.4%	+
Revenue Hours	-1.3%	o
Total Operating Expense	14.3%	-
Passenger Fare Revenue	-60.6%	-
Vehicles Operated in Maximum Service	-20.8%	-
Service Consumption		
Passenger Trips per Revenue Mile	-18.2%	-
Passenger Trips per Revenue Hour	-23.8%	-
Quality of Service		
Average Age of Fleet	-5.4%	+
Number of Vehicle System Failures	-6.8%	+
Revenue Miles between Failures	42.1%	+
Cost Efficiency		
Operating Expense per Service Area Capita	-8.5%	+
Operating Expense per Passenger Trip	38.7%	-
Operating Expense per Revenue Mile	-5.8%	+
Operating Expense per Revenue Hour	9.14	-
Operating Ratio		
Farebox Recovery Ratio	-11.26%	-

*Indicates a positive (+), negative (-), or neutral (o) trend.

Transportation Disadvantaged Population

As previously noted in this section, Good Wheels, Inc. is the CTC for Lee County and provides transportation service to the TD population living in the county. The TD program is for those who because of physical or mental disability, income status or age are unable to transport themselves or to purchase transportation; or for children who are disabled or at-risk. As a result, they are dependent upon others to obtain access to healthcare, employment, education, shopping, social activities or other life sustaining activities. Good Wheels, Inc. also coordinates transportation to medical trips under the Medicaid program for qualifying population.

Table 18 shows the trend in the potential TD population compared to the number of TD passengers served between 2012 and 2015 in Lee County. During this period, the TD population increased by 8 percent, from 237,461 in 2012 to 256,560 in 2015. The number of potential TD passengers increased annually from 2012 to 2014, with a decrease in 2015; however, the number of TD passengers served increased by 28 percent overall from 2012 to 2015.

Table 18: Lee County TD Population and Passenger Trends

Year	2012	2013	2014	2015	Change (2012-2015)
Potential TD Population	237,461	237,461	243,646	256,560	8.0%
TD Passenger Served	2,029	2,217	3,182	2,600	28.1%
Percent of Potential TD Population Served	0.85%	0.93%	1.31%	1.01%	18.6%

Source: Florida TD Commission Annual Performance Reports (2012-2015).

Section 4: Public Involvement

This section summarizes the public involvement activities undertaken to-date as part of the development of the LeeTran TDP. The goal of these public involvement activities is to increase the likelihood of active participation from citizens and stakeholder agencies during the development of the updated plan. Input from the public is critical since the TDP provides a strategic guide for public transportation in the community over the next 10 years.

Current State law effective February 20, 2007, requires that LeeTran documents its public involvement plan to be used in the TDP development process. Pertinent language from the TDP rule is as follows:

The TDP preparation process shall include opportunities for public involvement as outlined in a TDP public involvement plan, approved by the Department, or the local MPO Public Involvement Plan, approved by both the Federal Transit Administration and the Federal Highway Administration – Florida Rule 14-73.001.

In accordance with current Florida Rule 14-73.001, FDOT concurred with LeeTran’s use of the adopted Lee County MPO Public Involvement Plan to guide the TDP outreach activities. Below is a summary of the outreach completed to-date.

Summary of Completed Public Involvement Activities

Review Committee Meetings

A Review Committee was established to help guide the overall TDP update effort. To meet FDOT requirements, members invited to participate in the committee include representatives from the Lee MPO, FDOT District 1, the local Workforce Development Board (CareerSource Southwest Florida), and various departments of Lee County, including the office of the Lee County Manager, Community Development, Transportation Planning, and LeeTran.

The first Review Committee meeting was held on February 22, 2016. This meeting consisted of a presentation, with open discussion occurring throughout the meeting. Below is a summary of the key discussions. The detailed meeting summary is presented in Appendix B of this document.

- The committee identified potential areas and social services that are in need of additional transportation connections.
- LeeTran is pursuing and attempting to advance transit signal priority que jump projects to alleviate bus backups along congested roadways.
- The Lee County population is projected to continue increasing; however, employment levels are not projected to increase at the same level.
- The TDP development process should help to develop direction on whether LeeTran should continue operating as is or develop a plan for future transit growth. A few years ago the direction was not to stretch routes any further; however, with new development, LeeTran is sometimes inclined to extend routes and continues to receive requests to do so. Considering the level of future transit investment for the county will be an important part of resource management in the TDP.

- The county development patterns are not consistent with the infrastructure that would be needed to create a grid transit network; therefore, LeeTran will have to deal with the obstacle of providing service to gated communities.
- The issue of constrained roadways and alternative options when roadways cannot be widened will need to be addressed in this TDP as it relates to the provision of transit service.
- Ridership on routes will be the most important factor for transit to sell itself.
- LeeTran does not want the TDP to include blanket 15 minute service, but rather should include a vision with enhanced frequencies along trunk lines with a hierarchy of service.



The second Review Committee meeting was held on April 29, 2016. This meeting also consisted of a presentation, with open discussion occurring throughout the meeting, and an interactive activity designed to make committee members select what they believe are the most important future transportation services based on limited resources. Below is a summary of the key discussions from the second meeting. The detailed meeting summary is presented in Appendix B of this document.

- The attractiveness of some of the transportation alternatives including Uber or Lyft may be the ability to pay using smart phone devices and apps. LeeTran has developed a Request for Proposal to procure smart phone payment technology, but has not moved forward because the greater issue is the development of the back office that is required to processes and track those payment.
- The Review Committee reviewed the previous goals, objectives, and initiatives and recommended various changes. Those changes were incorporated to develop the goals, objectives, and initiatives presented in Section 5 of this technical memorandum.
- Using the string and maps provided, the committee formed groups and selected the alternatives that would be their top priorities over the next ten years. The strings represented the level of service that could be provided using limited resources by either using the entire string as a new fixed-route, doubling the string over to represent improved frequencies of 30 minutes or less, or cutting the string in half to represent the implementation of an express route.
 - Group 1 used an Uber hotspot map to identify the areas with the highest activity and decided to place the route between the mall and Lehigh Acres. Since there are existing routes in this area, the group placed the string doubled-up on the existing route to achieve 20 minute service frequency in this area. This route is intended to act as a nexus point for all routes and Cape Coral while providing service to Lehigh Acres, a Title VI community, with population and reduced employment opportunities that could provide a higher employment base given greater transit service.
 - Group 2 used the string to provide better frequency to Lehigh Acres and Downtown Fort Myers connecting with Coconut Point Mall. The string was doubled-up to achieve 30 minute frequency.
- The existing LeeTran Vision Plan was reviewed with the committee members to receive input on which services should move forward in the TDP. While the Vision Plan will be included in the TDP by reference, the new services in the Vision would cost an estimated 7 million in operating expenses and 11 million in capital expenses. These services cannot move forward without new

revenue sources; therefore, the committee selected the following projects to be carried forward within the 10-year TDP planning horizon.

- Express route service from Lehigh Acres (Homestead Plaza) to Downtown Fort Myers along SR 82.
- Additional service within the City of Cape Coral.

The third Review Committee meeting was held on July 7, 2016. This meeting included a presentation that reviewed the public outreach completed to-date, with open discussion occurring throughout the meeting. The committee was also asked to vote on a plan logo to be used on the cover and future promotions. Following the discussion on the logo, committee members were asked to review the proposed 10-year alternatives and potential funding sources. Below is a summary of the key discussions from the third meeting. The detailed meeting summary is presented in Appendix B of this document.

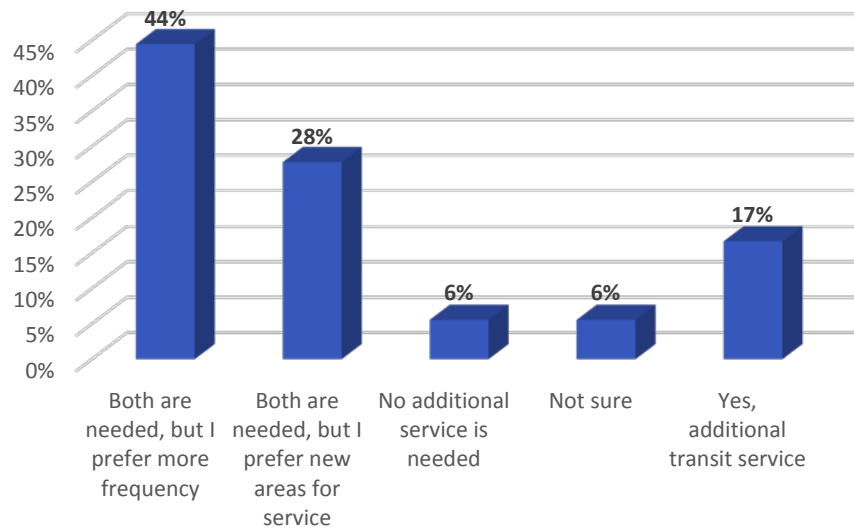
- Committee members were interested in the kind of technology that had been mentioned during the stakeholder interview process. On-demand and Google-type search technology to find route information and map locations were cited.
- Logo related suggestions from the committee members included using more than one logo for different events and adding an extra “e” to Mobile in the logo so that it read “Mobilee.”
- During the review of alternatives, it was mentioned that LeeTran received a grant to build a park-and-ride lot in the vicinity of Bell Tower Shoppes and that LeeTran is also looking at land around the airport and in the northern portion of Lee County around Tamiami Trail/Shell Point. During the review, committee meeting members decided it would be best to focus on improving existing routes with an express service overlay rather than expanding to new service areas, especially based on constrained revenues. The committee would like to keep the two proposed express routes to Lehigh Acres and Cape Coral as well as the proposed park-and-ride lots. The committee agreed that standardizing the frequencies for the 20 existing non-seasonal routes would be beneficial and would make it easier for current and future riders to understand the schedule.

Question of the Week

To encourage additional public participation, LeeTran developed a question of the week contest on its website. Participants were encouraged to answer the question of the week and as a result their names would be entered in a drawing for a prize to be announced at the end of the contest. The remainder of this section present the results of the questions that were posted to the website over the eight week period.

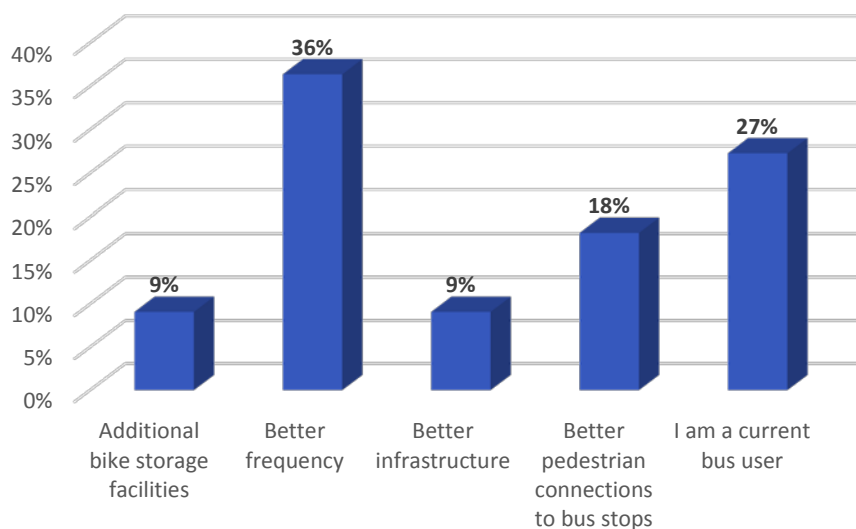
As shown in Figure 54, the majority of respondents believe that both transit service to new areas and increased frequencies on existing services are needed, but if they were required to choose one option, respondents prefer an increase in the frequency. Respondents that indicated a need for new transit service were asked to provide specific locations. The responses are presented in Appendix B.

Figure 54: Is there a need for transit service in new areas within Lee County or a need for more frequency on existing transit service?



The second question of the week asked respondents what kind of improvements would encourage them to use LeeTran bus service. As shown in Figure 55, Thirty six percent of the respondents selected better frequency, with better frequency defined as 20 minutes or better. Twenty seven percent of the respondents indicated that they are current LeeTran users.

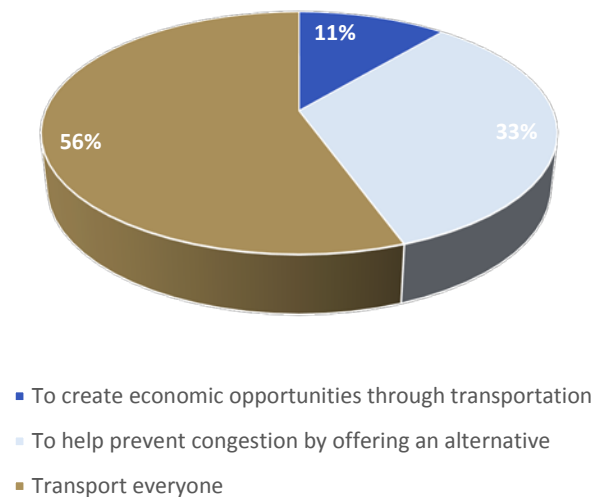
Figure 55: What kind of improvements would encourage you to use LeeTran bus service?



During the third week, visitors to the website were asked whether or not they think that transit adds economic value to Lee County. All respondents selected yes to this questions. The following week, the question asked the respondents their opinion of LeeTran’s primary role. Figure 56 presents the responses

to this question, with 56 percent indicating that LeeTran’s role is to transport everyone, 33 percent selecting to help prevent congestion by offering an alternative, and 11 percent selecting to create economic opportunities through transportation.

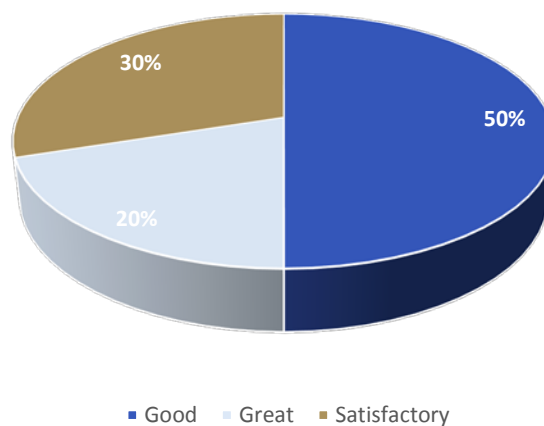
Figure 56: In your opinion, what is the primary role of LeeTran’s service?



When respondents were asked if they see the benefits of expanding or improving the transit system and if they believe that investing in those improvements is the right choice, 100 percent responded “yes.” Respondents were also asked what types of local funding, if any, should be used to increase transit service in the future. The responses included advertising revenue and gas tax.

Figure 57 shows that 70 percent of the respondents, have a great or good perception of LeeTran. The other 30 percent perceive LeeTran as satisfactory. No survey respondents indicated having a perception of LeeTran that was less than satisfactory.

Figure 57: What is your perception of LeeTran?



When asked about congestion in Lee County, 100 percent of the respondents believe that there is a congestion problem in Lee County and that public transportation and investing in public amenities such as park-and-rides and dedicated transit lanes could relieve the congestion.

Stakeholder Interviews

Stakeholder interviews provide a one-on-one form to gather input from community leaders concerning the vision for public transportation in their community. Interviews were conducted with the following individuals:

- Lee County Commissioner, John Manning
- Lee County Commissioner, Cecil Pendergrass
- Lee County Commissioner, Larry Kiker
- Lee County Commissioner, Brian Hamman
- Lee County Commissioner, Frank Mann
- Lee County Assistant County Manager, Dave Harner
- City of Fort Myers Mayor, Randall Henderson
- City of Cape Mayor, Marni Sawicki
- Village of Estero Mayor, Nick Batos
- Village of Estero Village Manager, Steven Sarkozy
- City of Bonita Springs Mayor, Peter Simmons
- Town of Fort Myers Beach Mayor, Dennis Boback
- City of Sanibel City Manager, Judie Zimomra
- Florida Gulf Coast University Vice President of Administrative Services, Steve Magiera
- Southwest Florida Regional Planning Council Executive Director, Margaret Wuerstle
- Greater Fort Myers Chamber of Commerce Executive Director, Colleen DePasquale
- Gulf Coast Medical Center Chief Administrative Officer, Joshua DeTillio
- Gulf Coast Medical Center Director of Security, Bruce Thornton
- Gulf Coast Medical Center Director of Plant Operations, Rod Wilkerson

A list of 24 pre-scripted questions was developed for the interview process so that each stakeholder was asked the same questions. A copy of the interview script is provided in Appendix B. The input received during these interviews was reviewed and the major themes that were identified are summarized below:

- **Perception of Transit:** All of the stakeholder are aware of LeeTran and its services; however, they choose to use their personal vehicles rather than the LeeTran service based on convenience. Stakeholders also think that the passengers riding LeeTran include workers, elderly, low income, and individuals with disabilities. The stakeholders' perception of LeeTran's primary role is to transport riders to employment and some medical and recreational opportunities. One stakeholder commented that many residents and visitors to Fort Myers Beach either do not have vehicles or prefer to use the transit system. Stakeholders' perceptions of the most significant issues facing transit users include the frequencies and the need for additional shelters to protect riders from inclement weather during the long wait times. Despite the longer wait times, the majority of stakeholders believe that the public's perception of LeeTran is satisfactory, with some others commenting that the public perception of LeeTran

service is between good and satisfactory, another stakeholder stated that LeeTran service is perceived poorly, and one stakeholder did not have an opinion on this question. Most all of the stakeholders have a personal perception of LeeTran somewhere between good and satisfactory.

- **Future Role of Transit:** When asked about the future of transit in Lee County, the most frequent response was that the service needs to be more frequent. However, one stakeholder commented that increasing the frequency of routes will be difficult based on the densities in Lee County. Other stakeholders would like to see the routes concentrated in the core of the county and that bus stops should be strategically placed and analyzed regularly for efficiency. When asked if there is a need to expand transit services within the county, some stakeholders commented that service should be expanded as the population grows; however, the majority of stakeholders were either unsure or believe that service should not be expanded until frequencies on the existing routes are improved or the service is reviewed and adjusted, as appropriate.

Specific geographic areas that were identified as needing additional transit service in the future include east Lee County (Alva and Lehigh Acres), north Cape Coral, the barrier islands (Sanibel and Fort Myers Beach), and near student housing and Florida Gulf Coast University (FGCU). Destinations that were identified as important attractors for future transit service included employment centers, airports, colleges, downtowns, hospitals, services between counties, beaches, libraries, and other major destinations.

- **Technologies:** Future technologies that were identified for LeeTran include the development of an application that tracks the buses and provides real-time information and becoming more “tech savvy” with mobile technologies.
- **Benefits of Transit:** Most stakeholders think that transit can add economic value and attract new businesses to an area, with a few of the stakeholders commenting that it will depend on the type of business and location. A few stakeholders commented that transit will not add economic value, particularly at the current frequencies. The majority of stakeholders have not heard of any businesses requesting additional transit service or wanting to create partnerships for the provision of transit service. Only one person indicated having worked with a number of businesses regarding transportation.
- **Funding:** When asked about their willingness to invest additional money for the expansion or improvement of the existing transit system, most stakeholders commented that it would depend on the future needs. Several stakeholders do not think there is an existing need to expand and invest in the current transit system. However, a few were open to investment in the future if there is a proven need based on data and the return on investment. Responses regarding what types of local funding should be used to increase transit service in Lee County varied among the stakeholders. Some of the responses included tourist tax, state and federal sources, public-private partnerships, ad valorem taxes, partnerships with the cities, and user fees, particularly for non-resident riders. When asked about reasonable passenger fares, stakeholders either were unsure what would be reasonable for passengers or commented that the existing fare is reasonable.
- **Congestion:** Most stakeholders commented that there is a congestion problem in Lee County and transit could help to alleviate some of the congestion. Some stakeholders were unsure that transit would reduce congestion due to the difficulty of convincing people to get out of their cars.
- **Marketing and Branding:** Some stakeholders have visited the LeeTran website, while the majority have not. Stakeholders provided varying answers when asked if LeeTran has done an effective job

marketing its services. Stakeholders who think that additional branding is needed, commented that it should focus more on education of the service options and illustrating stories of how transit positively affects individual riders.

- **Public Policy:** The majority of stakeholders are supportive of public policy that would require coordination and provision of funding for transit services that connect to high density/mixed-use development. Some indicated the need to investigate the benefits or wanting more information on specific projects.

Public Workshops/Discussion Groups

To collect information from both riders and non-riders, a total of five sites were selected to conduct informative outreach activities, including the Cape Coral Library, East County Regional Library, Estero Recreation Center, FGCU, and Fort Myers Regional Library. The sites were geographically dispersed to ensure that individuals from areas around the county were able to participate and provide feedback on

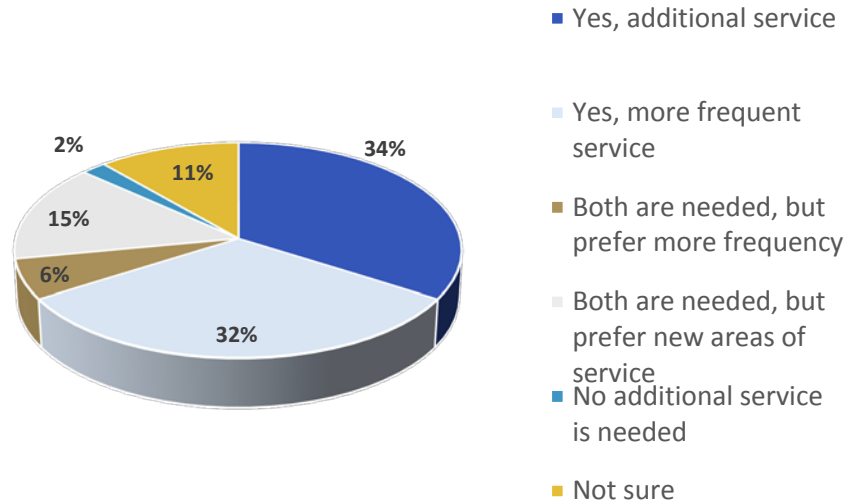


the public transit services in Lee County. At each location, attendees were asked to complete a brief survey relating their preferences for the future of transit service in Lee County.

Figure 58 presents the breakdown of participants’ responses when asked whether they preferred that the future direction of transit service in Lee County focused on the addition of new service to areas of Lee County without existing transit coverage or improving frequencies on the existing transit routes. The responses were similar, with 34 percent commenting that there is a need for additional service and 32 percent noting a need for more frequent service. However, a majority of the respondents that selected additional services over improved frequency were surveyed at the Cape Coral Library, East County Regional Library located in Lehigh Acres, and FGCU. Respondents at the Estero Recreation Center were slightly more in favor of an expanded service area. The majority of respondents in favor of increased frequency were surveyed at the Fort Myers Regional Library showing a correlation between the existing service levels in the geographic locations and the responses related to the most needed improvements. Only two percent of respondents indicated that there is no need for additional services in Lee County.

Two additional public workshops were held on August 9, 2016, to present the draft TDP to the public and allow for any final public comments. The TDP public meetings were held in the morning and early evening at the Lee County Administration East building, 2201 Second Street, first floor, Fort Myers, FL 33901, to allow persons with varying schedules to have an opportunity to attend. These meetings were advertised two weeks prior to the meeting date in Lee County periodicals in English and Spanish, with a County press release, on the LeeTran website, and through social media (Google alerts and Twitter). The presentation provided at these public meetings is included in Appendix B. Participants asked questions and engaged in discussion regarding public transit, but there were no public comments from these meetings requiring modifications to the draft TDP report.

Figure 58: Is there a need for more transit service in Lee County or improved frequency on the existing service?



As noted above, responses collected from the Cape Coral Library and East County Regional Library were most heavily weighted toward the addition of new service areas. Among the specific locations requested from these respondents were:

- More service within Lehigh Acres (7)
- More routes to the beach (5)
- More service to North Fort Myers (3)
- Service to “hubs” such as parks and recreation centers , libraries, hospitals (3)
- More service on Homestead Road (2)
- More service to Sanibel Island and Pine Island (1)
- More service along Chiquita Boulevard (1)
- Service along Del Prado Extension (1)
- Service on Buckingham Road (1)
- Service along Route 82 (1)

Several respondents at FGCU also suggested more service connecting the university to Coconut Point, the airport, Gulf Coast Town Center and Lehigh Acres. Other possible areas for expanded service as suggested by respondents were Bonita Springs and a trolley between Estero and Naples. Several respondents also mentioned making sure there is service provided to centers of employment, retail stores, and services. Other general comments received by attendees are included in Appendix B of this technical memorandum.

Bus Operator Interviews

LeeTran’s bus operators were interviewed to obtain perspective on the transit needs and frequent challenges based on the operators’ experiences. Of the 45 operators that were interviewed, 58 percent

have served LeeTran for six years or less. Twenty-six percent of the drivers interviewed had served for more than 10 years. A total of 13 operators represented the Passport paratransit service. The following summarizes the key findings from the collective feedback provided by the operators. Additional comments are provided in Appendix B of this technical memorandum.

- *Overall Operations* – Operators think that LeeTran is dedicated to providing excellent customer service
- *Service* – The frequency of the service was cited as a common complaint among passengers. Operators commented that scheduling improvements are needed to improve connectivity among the routes and on-time performance. Overall, operators believe that LeeTran staff pull together to meet the requests of the passengers.
- *Routes that are Difficult to Maintain* – The operators cited several routes that can be difficult to maintain, especially during the rush hour and/or during the season.
- *Suggested Route Modifications* – Route modifications suggested by the operators largely revolved around the need to add frequency to a route, efficiency with regards to time on a route, or adding a service to an underserved area by altering a route.
- *Safety Concerns* – The most common safety concerns cited by operators were at bus stops and shelters. The specific locations mentioned can be found in Appendix B. However, operators also suggested improving visibility at shelters including motion-triggered lighting and maintenance of shrubbery around shelters.
- *Technology* – Operators’ comments on technology were positive. The most commonly cited technology need was upgrades to the fareboxes, with the ability to accept alternative methods of payment including debit cards.
- *Issues facing Lee County Transit Riders* – Frequency was most often mentioned as the biggest issue facing LeeTran riders.
- *Other Comments* – Operators would like to see more communication with the passengers and information disseminated included messages relating to safety and bus etiquette

On-Board Survey

This section discusses the on-board survey that was conducted in March and April 2016 to collect socio-demographic information and travel behavior of LeeTran passengers. On-board surveyors were used to help facilitate the survey administration process and ensure a higher response rate. An on-board survey instrument was prepared and administered to bus riders. The survey was translated into Spanish and Creole for distribution to those who were not able to complete the English version. The English, Spanish, and Creole versions of the survey instrument can be found in Appendix B. The on-board survey was distributed by a team of trained survey personnel. Prior to sending surveyors out on LeeTran buses, a training session was conducted to instruct surveyors about their duties and responsibilities and to address any issues or concerns that they may have had about the survey process.

On-Board Survey Results

A total of 3,279 LeeTran patrons participated in completing the on-board survey. Of those 3,279 LeeTran patrons that responded, 2,904 completed the English survey, 361 completed the Spanish survey, and 14 completed the Creole survey. Fifty-one percent of the respondents identify as female, and 49 percent

identify as male. The on-board survey results are reported by the following categories: travel characteristics, rider demographics, and customer service and satisfaction.

Passenger Travel Characteristics

This section identifies characteristics of passenger travel habits, trip origins and destinations, and history of using LeeTran bus services.

Passengers were asked the type of place they had just come from prior to starting their one-way trip on the bus (Figure 59) and the place that they were going to on the same one-way trip (Figure 60). As shown in Figure 59, a total of 41 percent responded that they were coming from home and 23 percent that they were coming from work. Similarly, the two highest destinations, demonstrated in Figure 60 were work and home.

Figure 59: Trip Origin

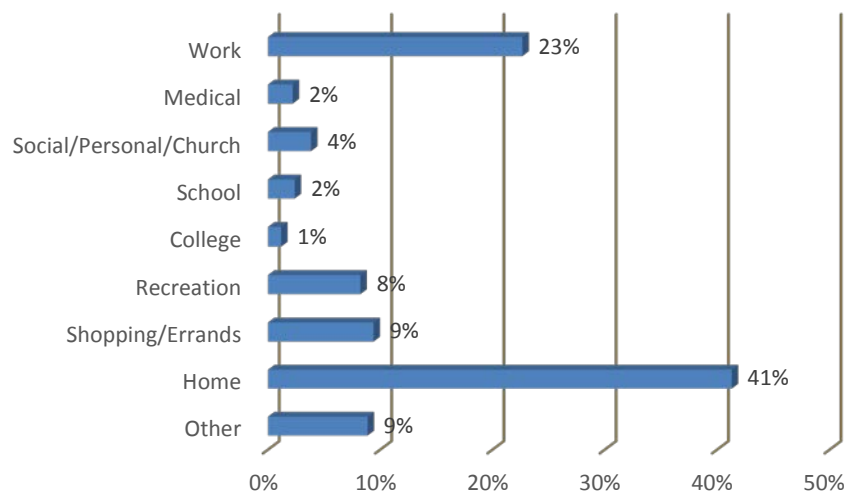
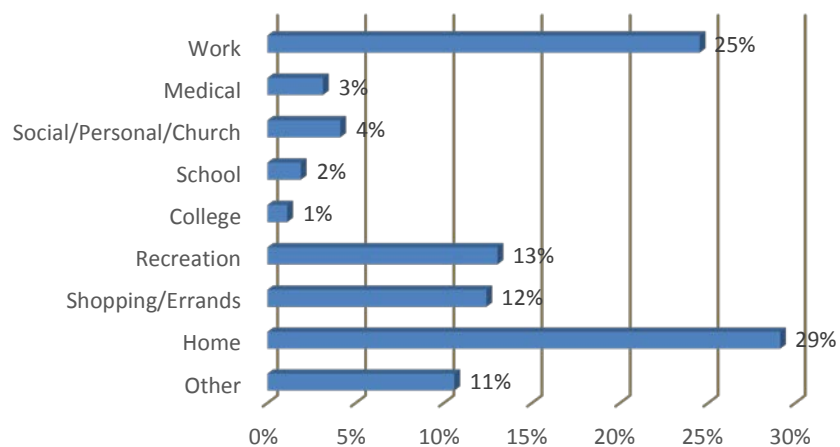
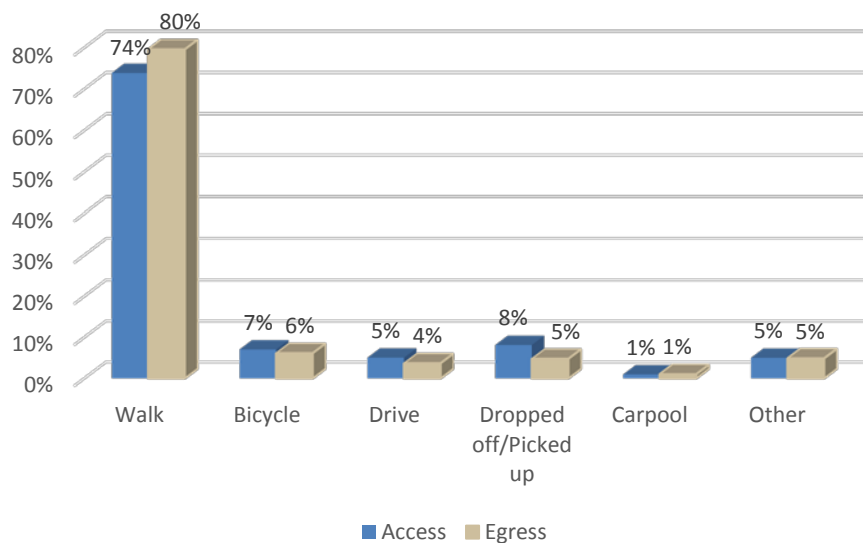


Figure 60: Trip Destination



Passengers were asked which transportation mode they used to access the transit system and how they reach their final destination (Figure 61). If respondents indicated walking or bicycling, they were asked to note the number of blocks they traveled (Figures 62 and 63). If driving was selected, respondents were asked to indicate the number of miles they drove to access the transit system. The responses reveal how transit users often must combine various modes of travel in order to complete their individual trip. As shown in Figures 61, LeeTran patrons that participated in the survey reported that walking was their primary mode of transportation used to access and egress LeeTran services. Passenger drop off and bicycling, respectively, were the 2nd and 3rd most reported mode to access transit, while bicycling was the second highest transportation method selected to reach their final destination.

Figure 61: Transit Access and Egress



Figures 62 through 64, demonstrate how far respondents traveled to and from transit. As shown in Figure 62, respondents who walk to and from the bus stop/station traveled approximately 1 to 2 blocks, while those who bicycled traveled up to 10 blocks (Figure 63). As shown in Figure 64, for those who reported driving, the number of miles reported most by respondents to and from transit were 2 and 5 miles, respectively.

Figure 62: Number of Blocks Walked for Transit Access/Egress

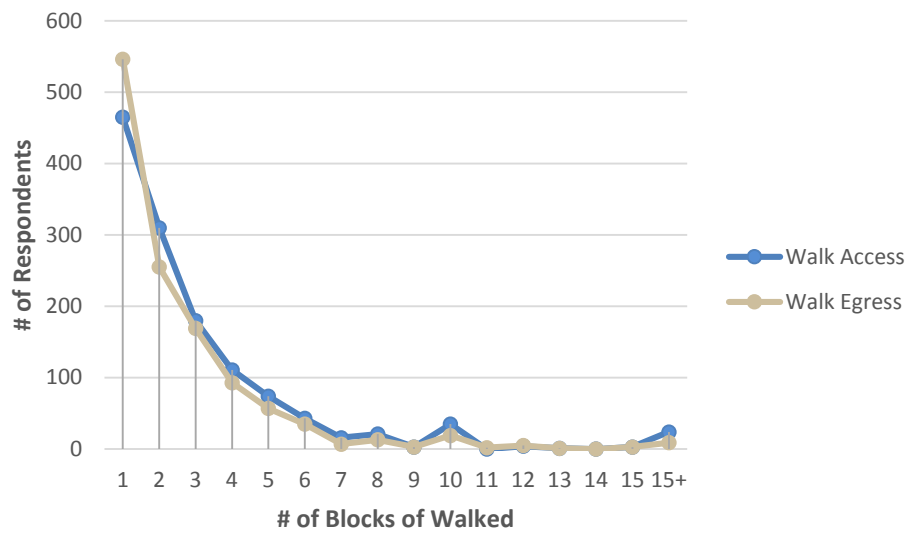


Figure 63: Number of Blocks Bicycled for Transit Access/Egress

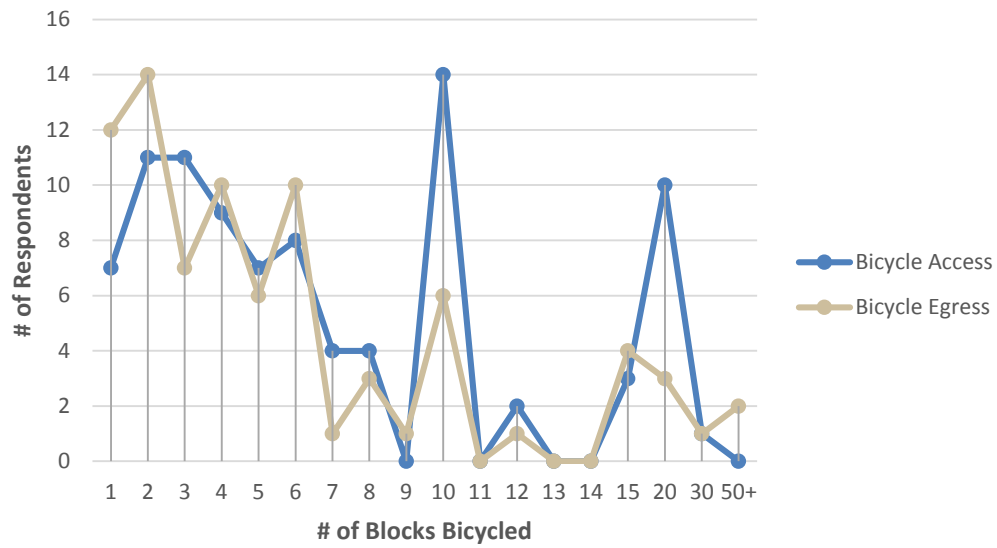
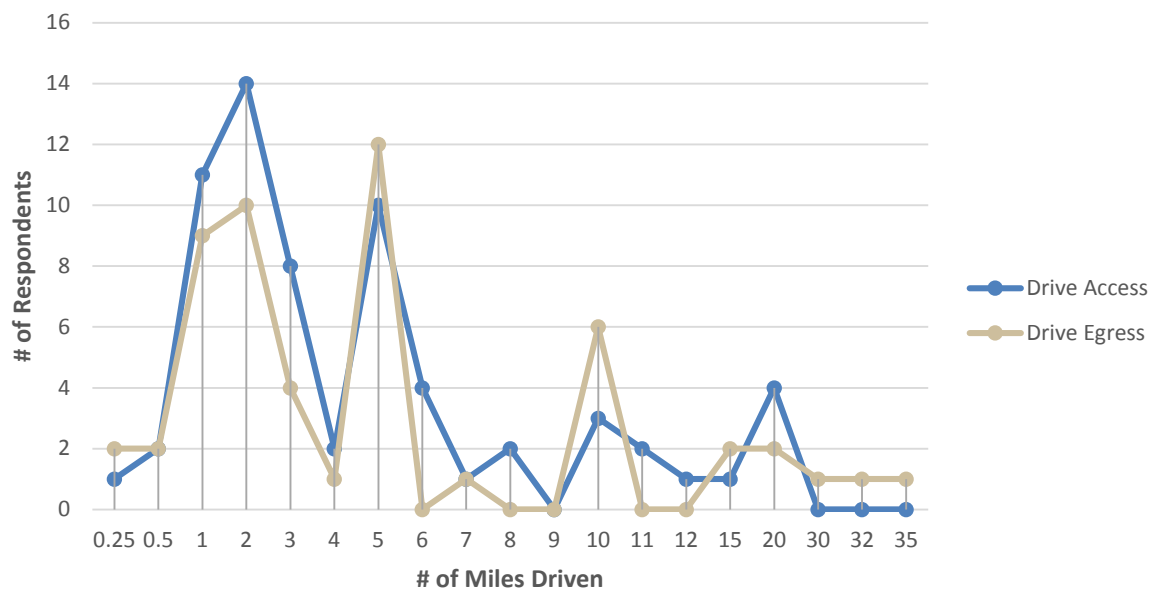
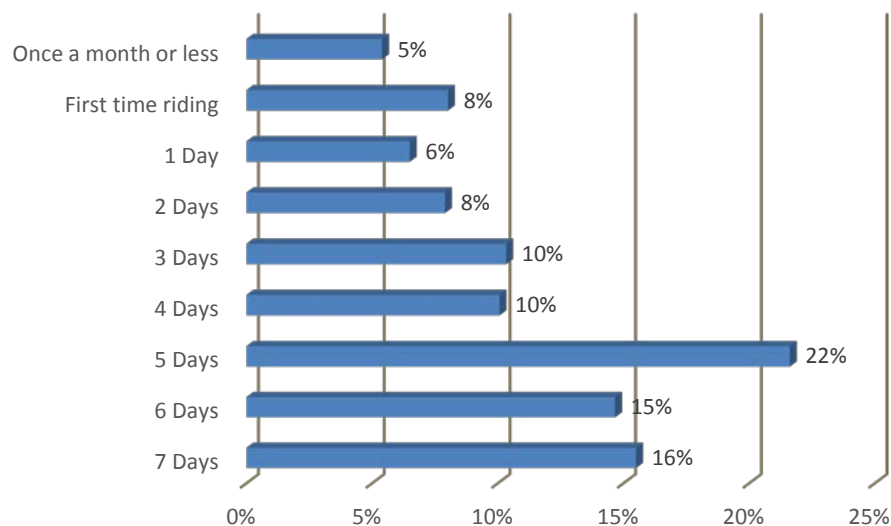


Figure 64: Number of Miles driven to/from the Bus Stop/Station



In order to identify the overall use of LeeTran services, respondents were asked how many days a week they ride the bus. Most respondents reported using LeeTran services 5 days a week, while the second highest reported category was 7 days a week. Figure 65 illustrates the frequency respondents use LeeTran services.

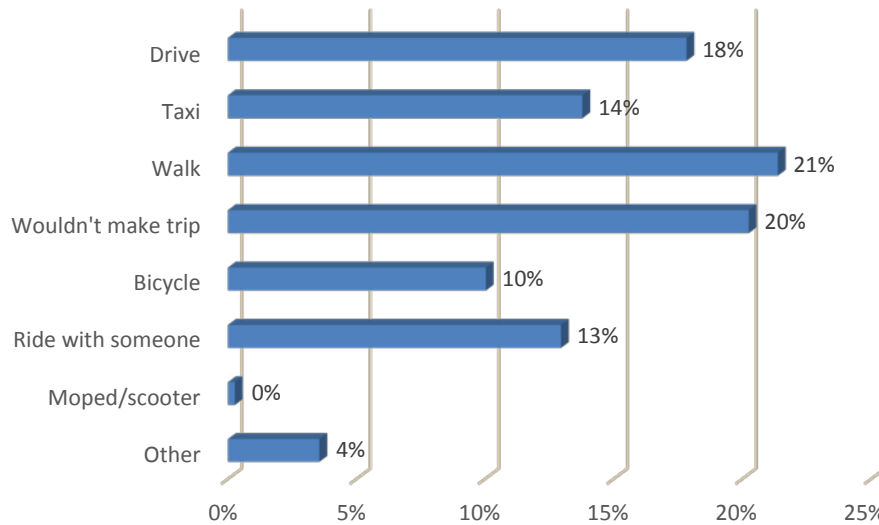
Figure 65: Frequency of Use



Respondents were asked which mode of transportation they would utilize if bus services were not available. The survey found that 21 percent of respondents would walk to their destination, while 20 percent would not be able to make the trip. Other alternative mode choices include, driving (18%), taxi

(14%), ride with someone (13%), bicycle (10%), and other (4%). Figure 66 demonstrates how respondents would travel if LeeTran services were not available.

Figure 66: Transit Alternative Mode Choice



To assess the utilization rates of fare media and payment methods, a question about how bus riders paid their fare was included in the survey. The survey found that the most popular fare payment methods among respondents were cash fare, 31-day pass, and all-day pass. Figure 67 shows the distribution of fare payment methods among respondents.

Figure 67: Fare Payment Method

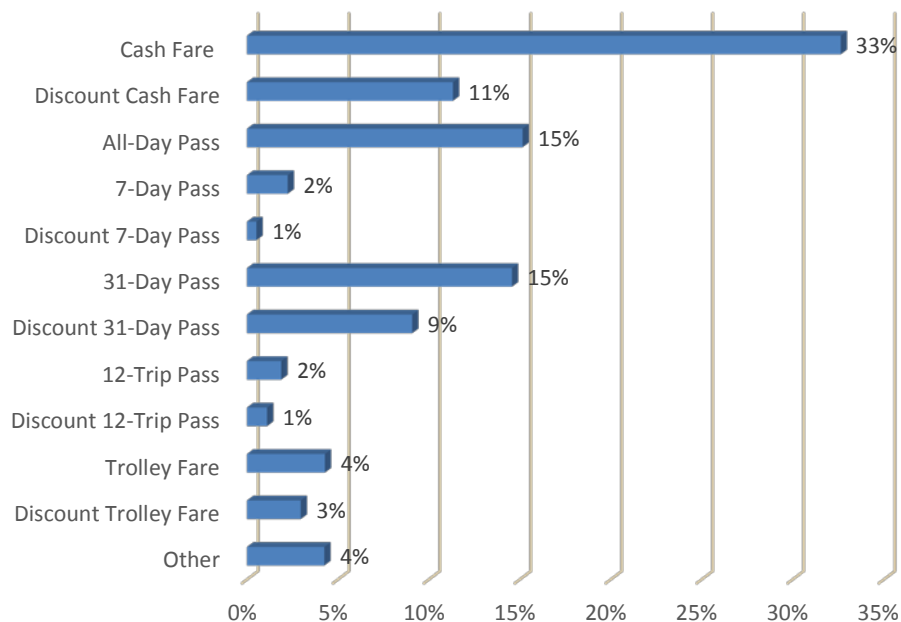


Figure 68 shows the method of fare payment used by riders in different age groups. A higher percentage of respondents between the ages of 15 to 64 are paying a cash fare, while riders over the age of 65 mostly use the discounted fare types, including passes.

Figure 68: Fare Type Paid by Respondent Age

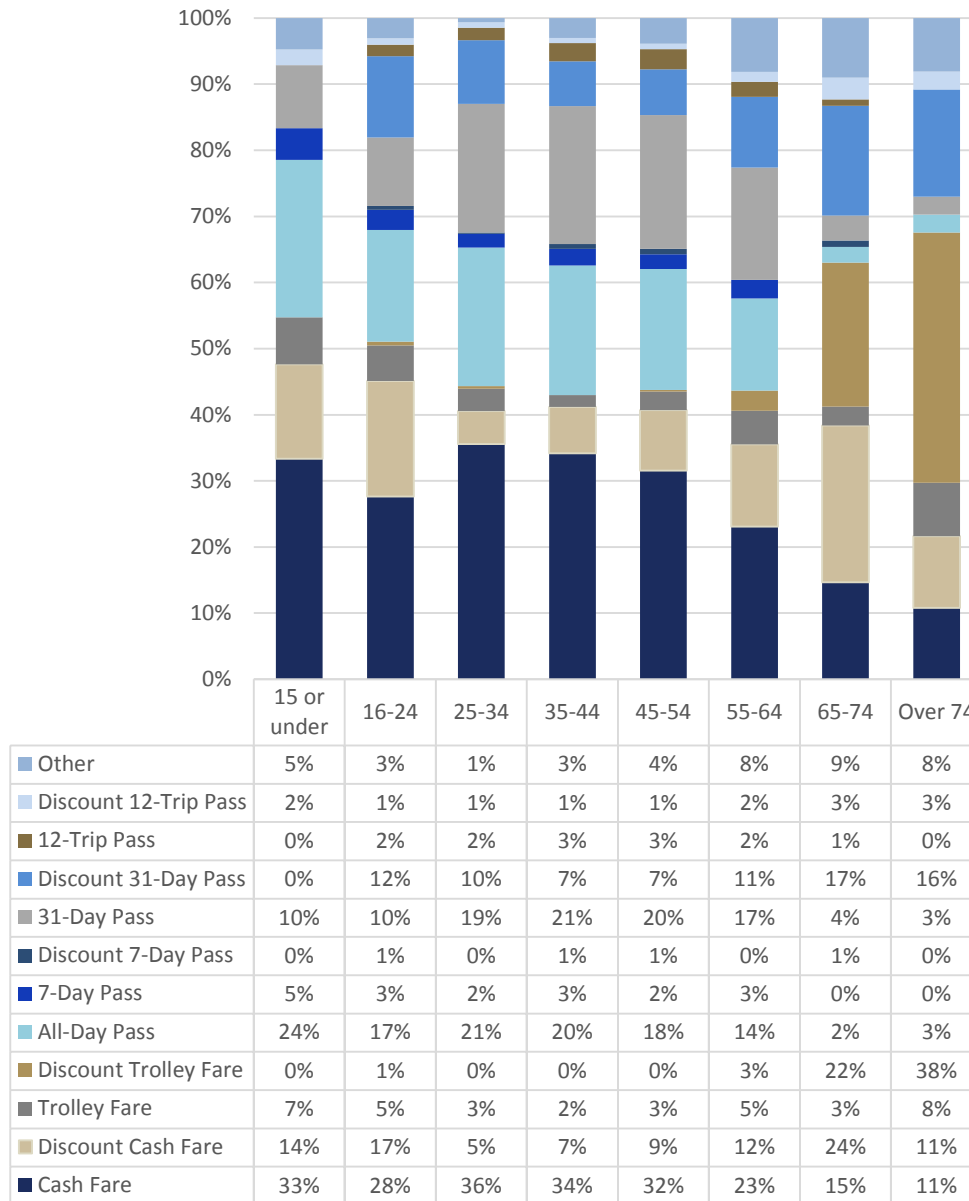
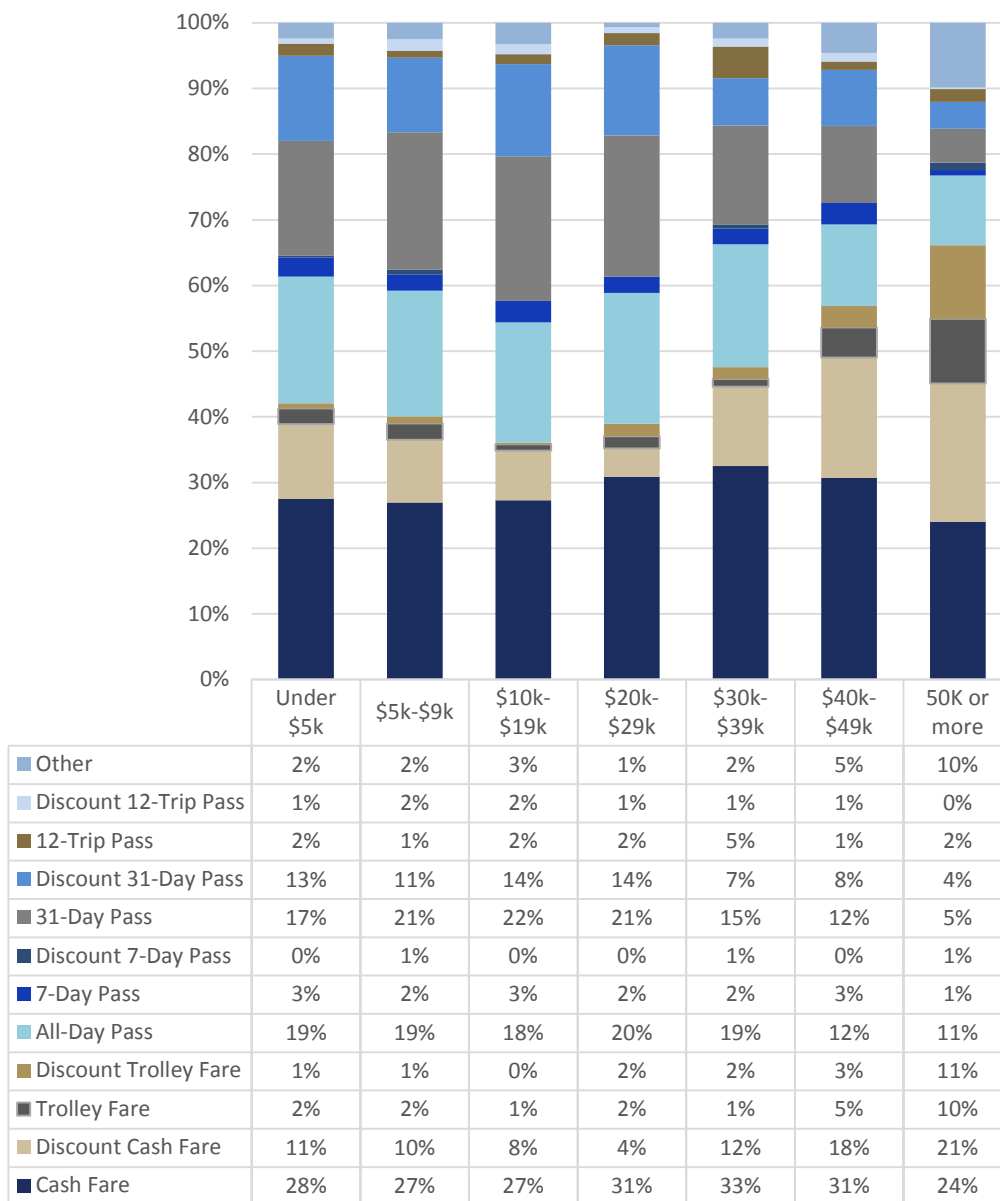


Figure 69 shows the method of fare payment used by riders with different incomes. Cash fare payment is the preferred fare payment method for all riders, regardless of income. According to the survey results, the 31-Day pass is the second most popular fare payment method among respondents with household incomes between \$5,000 and \$29,000, followed by the All-Day pass. Respondents earning \$40,000 or more a year identified discount cash fares as their second highest fare payment method.

Figure 69: Fare Paid by Respondent Household Income



Passenger Socio-Demographic Information

This section identifies socio-demographic characteristics of passengers that use LeeTran services, including ethnicity, household income, county of residency, primary language, and possession of valid driver’s license. Information with regards to rider demographics were collected through the survey to learn more about LeeTran patrons and their needs. These types of questions enable LeeTran to construct a profile of the typical passenger.

As shown in Figure 70, more than a quarter of respondents attributed lack of vehicle ownership as the reason for using the transit system. No available car and non-driver each attributed to 16 percent of

respondents reasoning for using transit. As shown in Figure 71, of the passengers that participated in the on-board survey 55 percent have valid driver's licenses. Figure 72 illustrates that 40 percent of respondents reported not having a working vehicle and 33 percent reported having one working vehicle.

Figure 70: Reasons to Ride Transit

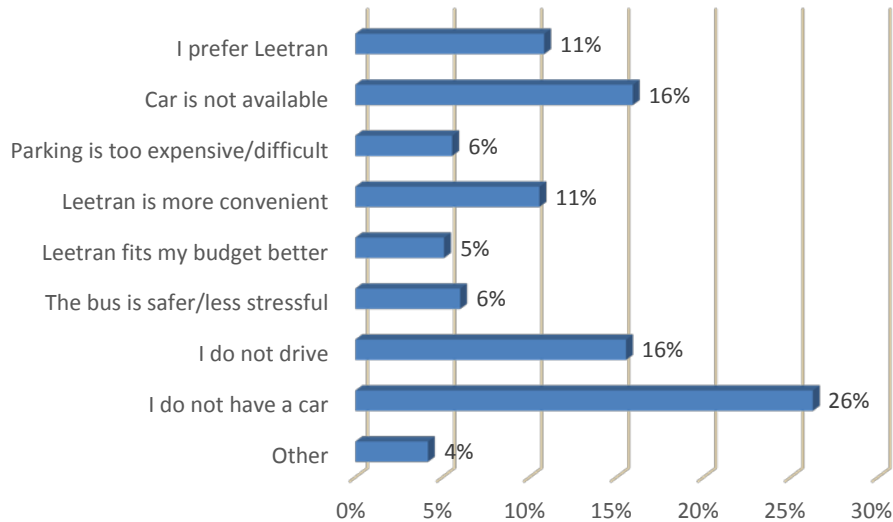


Figure 71: Valid Driver's License

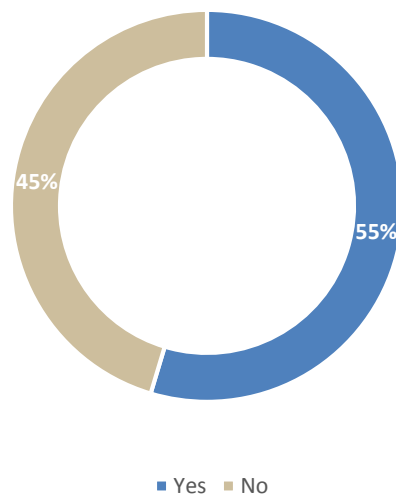
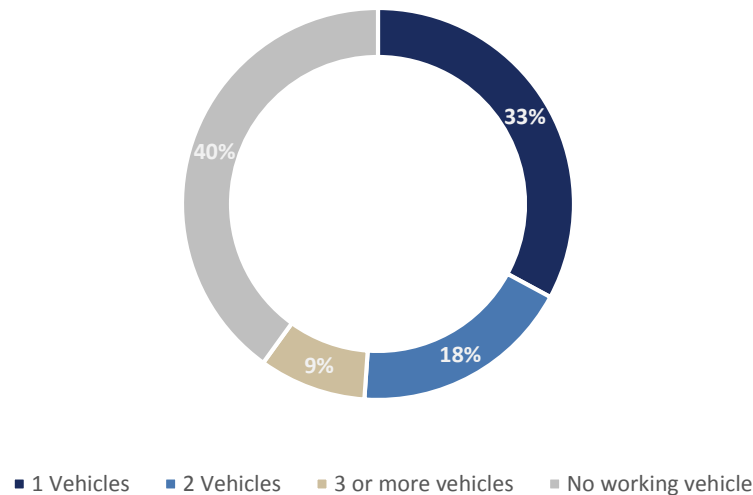


Figure 72: Working Vehicles per Household



As shown in Figure 73, respondents primarily reside in Lee County representing 84 percent of all survey participants, while 14 percent reside in counties other than Collier, Hendry, or Charlotte County. According to analyses, as demonstrated in Figure 74, nearly three quarters of respondents reside in Lee County for 6 or more months out of the year, while 17 percent reside in Lee County for less than one month per year.

Figure 73: County Residency Distribution

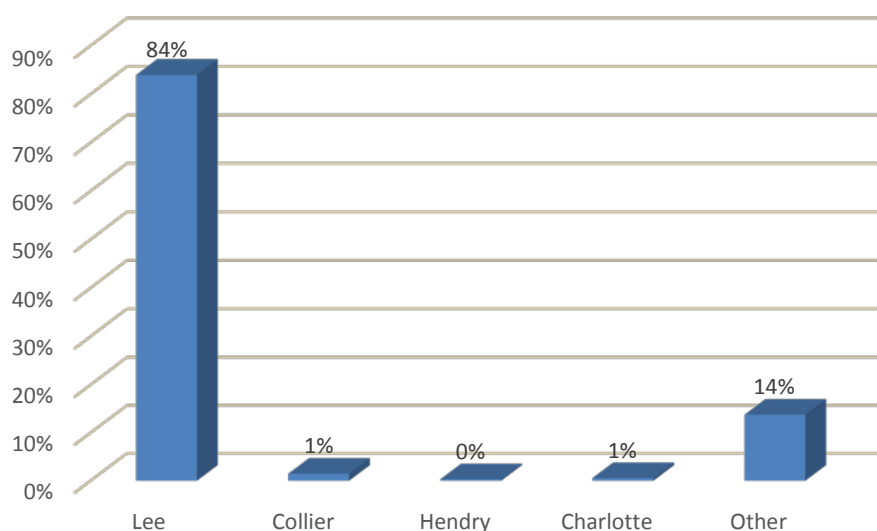
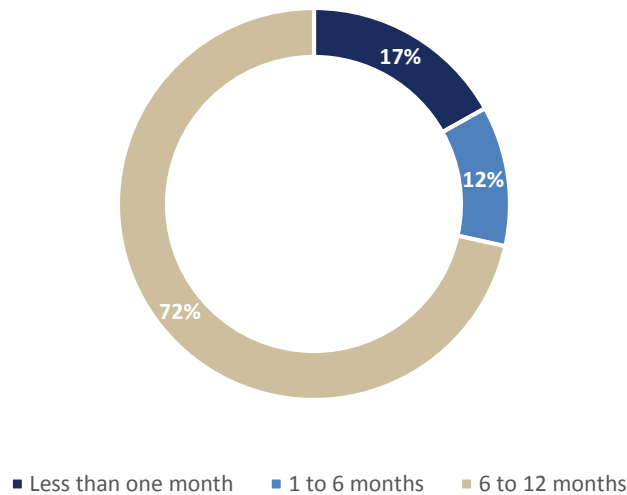


Figure 74: Annual Length of Residency in Lee County



Figures 75 through 80 graphically illustrate the demographic profile of the passengers that completed the survey, including age, gender, race/ethnic heritage, primary language, and household income. When observing results from the survey with regards to age, Figure 75 shows that the 16 to 24 year old age group had the highest representation among respondents accounting for 21 percent of all respondents followed by the 25 to 34 year age group at 20 percent. Slightly more females participated in the on-board surveys than males representing 51 percent and 49 percent, respectively. Figure 76 demonstrates the distribution of male and female respondents.

Figure 75: Age Group Distribution

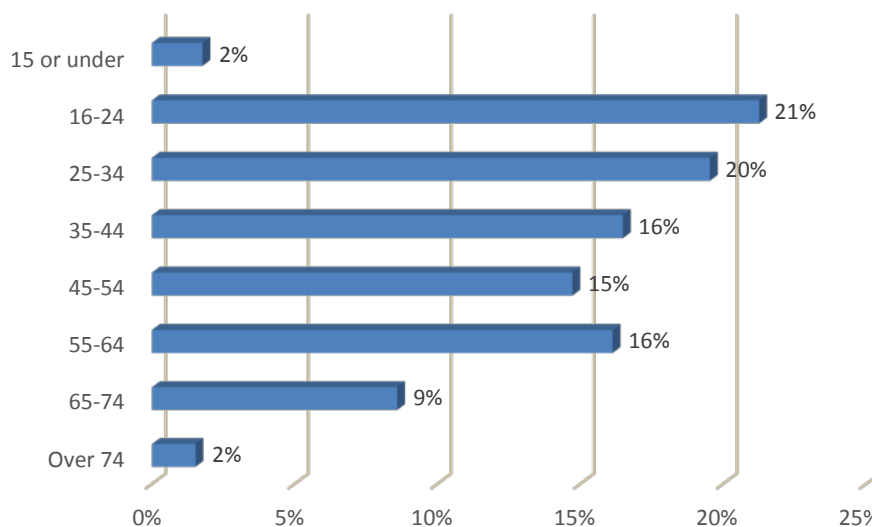
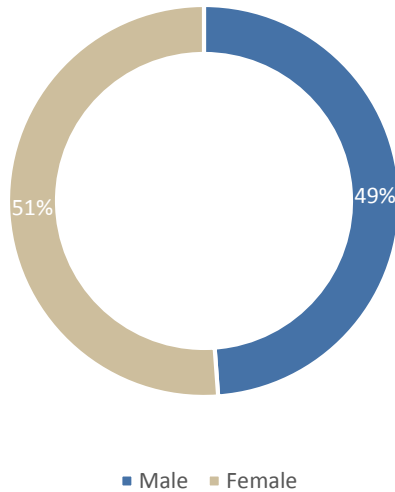


Figure 76: Gender Distribution



As shown in Figures 77 through 79, the majority of passengers (82%) spoke English and identified as white (66%), black (19%), or not of Hispanic, Latino, or Spanish origin (74%). Approximately 26 percent of respondents reported to be of Hispanic, Latino, or Spanish Origin, with 15 percent of respondents indicating Spanish as their primary language. Asian and American Indian or Alaska Native had the lowest representation among respondents accounting for 1 percent and 2 percent, respectively. The remaining survey respondents selected other races not identified on the survey.

Figure 77: Primary Language

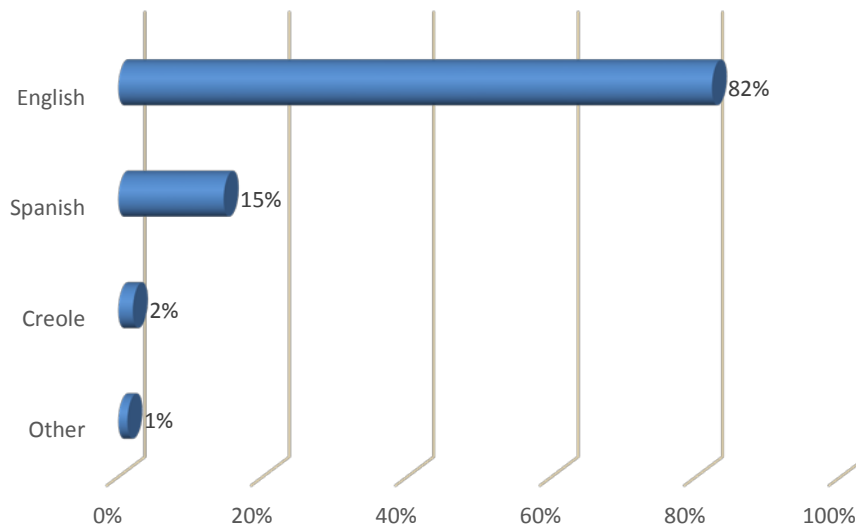


Figure 78: Race/Ethnicity

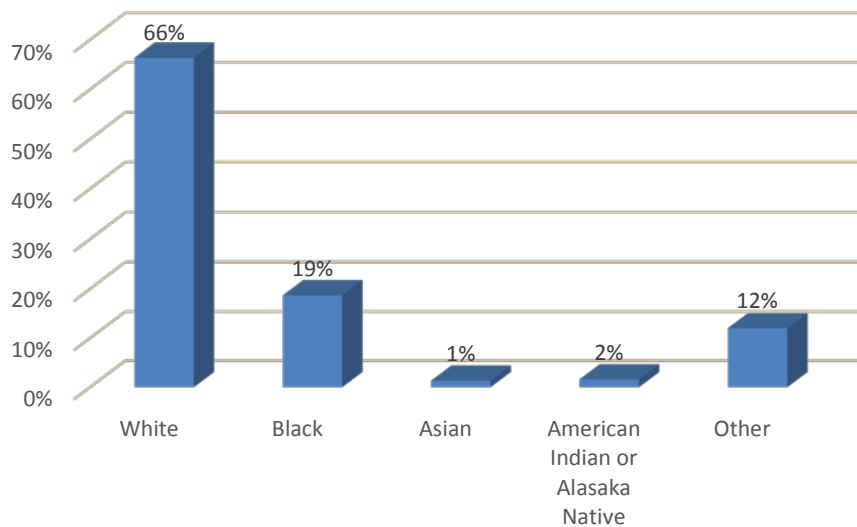
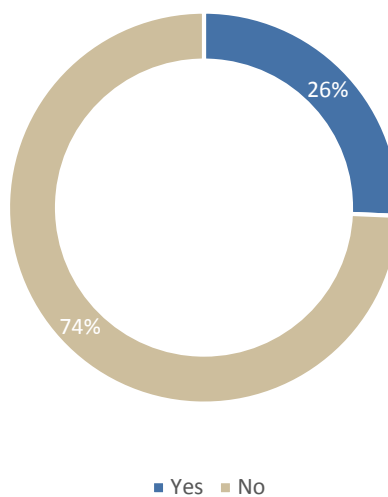
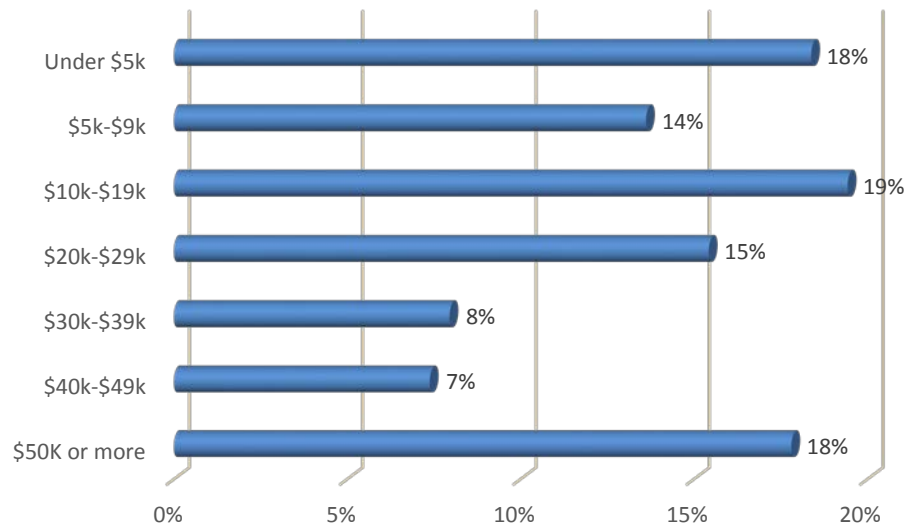


Figure 79: Hispanic, Latino, or Spanish Origin Distribution



The largest household income groups represented among survey respondents include those with household incomes of \$10k to \$19k (19%), less than \$5k (18%), and \$50k or more (18%). Figure 80 shows the distribution of household incomes among respondents.

Figure 80: Household Income



Customer Service and Satisfaction

Customer service and satisfaction questions inquired about which improvements could be made to enhance service and how satisfied respondents are with current services. A cross-tabulated analysis was also conducted to identify how demographic groups rank their satisfaction.

Survey respondents were asked to select three service improvements that would enhance the service they receive from LeeTran. As shown in Figure 81, the top four responses were more frequent service on existing routes, followed by bus stop improvements (shelters and benches), extending service hours on the existing routes to include later evening and more weekend service. Additionally, as shown in Figure 82, the majority of respondents (64%) believe that bus stops are accessible for disabled persons.

Figure 81: Service Improvements

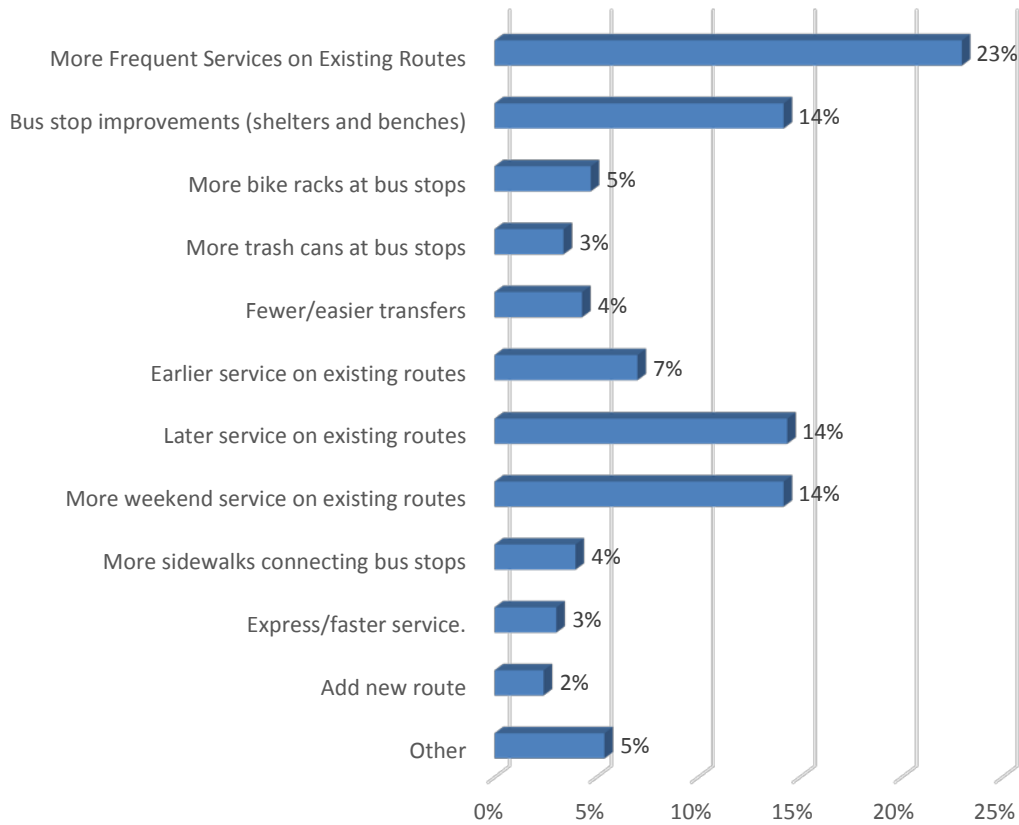
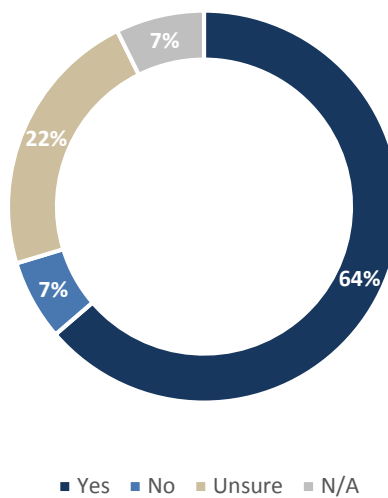
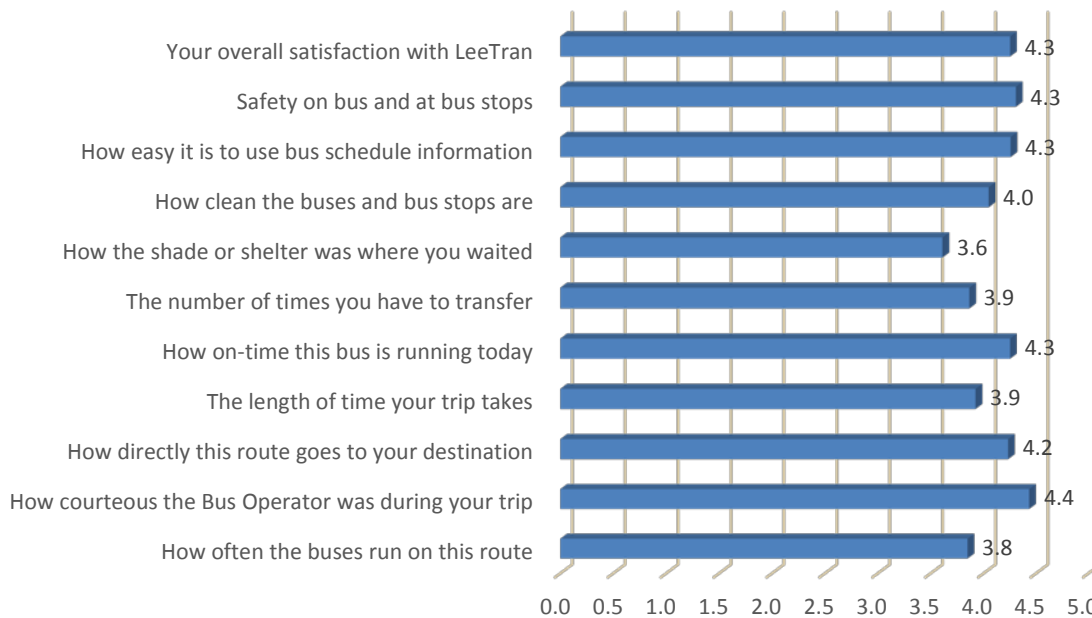


Figure 82: Are Bus Stops Accessible for Individuals with Disabilities?



Passengers were asked to rate their satisfaction with various aspects of LeeTran’s services (see Figure 83). When asked about the quality of services, survey respondents indicated an overall satisfaction with the service. Passengers also indicated that they were most satisfied with courteousness of the bus operators, and the least satisfied with the amount of shade or availability of shelters where they waited.

Figure 83: Service Rating



Figures 84 through 87 present the rider satisfaction by age, gender, race or ethnic heritage, and household income. All age groups indicated a satisfaction level of 4.1 or higher, with 1 being “Very Unsatisfied” and 5 being “Very Satisfied,” demonstrating an overall higher level of satisfaction among passengers. However, respondents over the age of 74 were the most satisfied with LeeTran services. Male respondents also rated LeeTran services higher than females, with satisfaction responses of 4.3 for males and 4.2 for females. All races/ethnic heritage ranked their satisfaction as 4.1 or higher, with white and American Indian or Alaskan Native providing the highest rankings of 4.3. When reviewing passenger satisfaction with LeeTran service by income levels, the majority of income levels scored their satisfaction with LeeTran as 4.2; however, persons with household incomes of \$50,000 or more ranked LeeTran the highest with a rating of 4.5.

Figure 84: Rider Satisfaction and Age

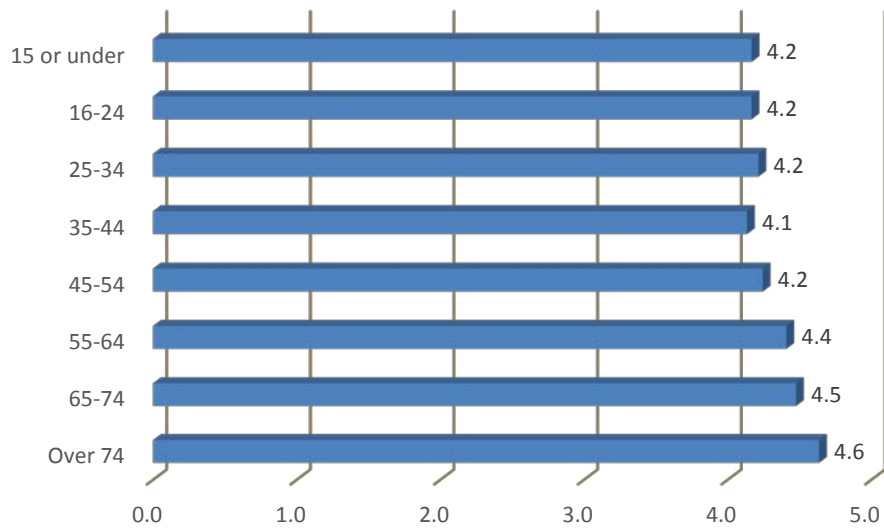


Figure 85: Rider Satisfaction and Gender

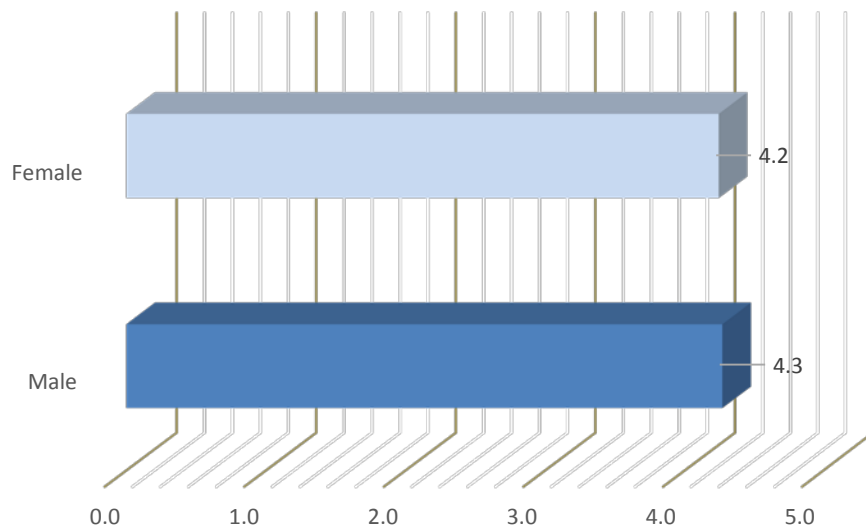


Figure 86: Rider Satisfaction and Race/Ethnic Heritage

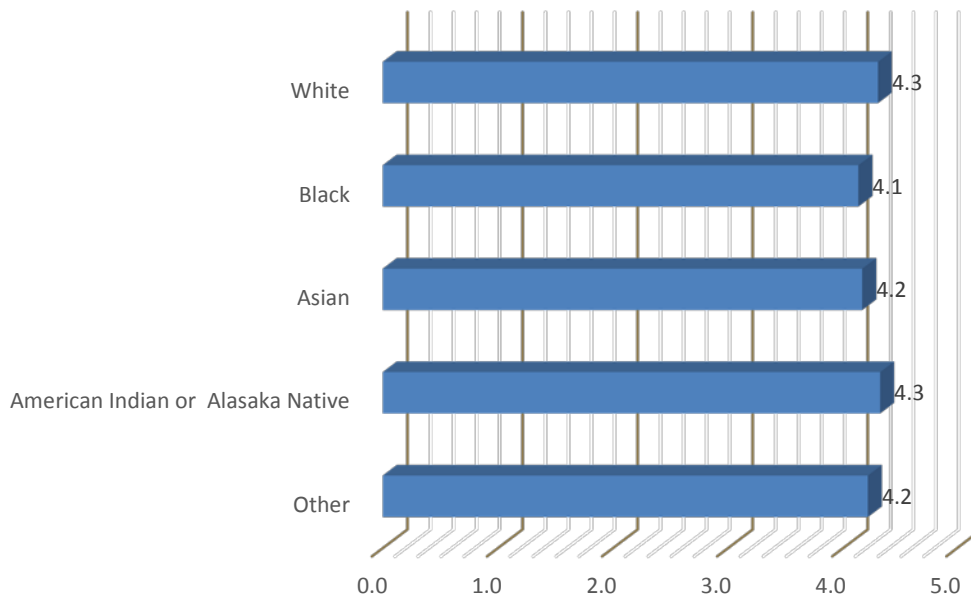
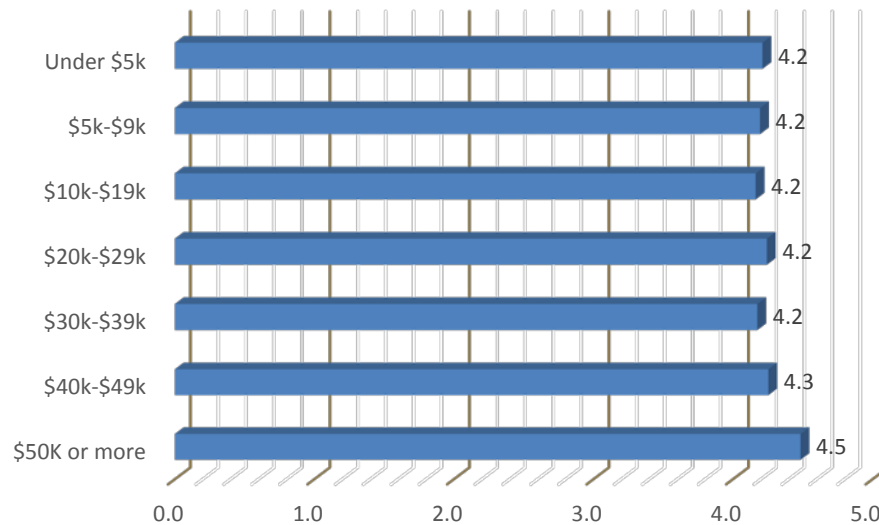


Figure 87: Rider Satisfaction and Household Income



On-Board Survey General Conclusions

Results from the on-board survey provided insight into various aspects of LeeTran bus service. Conclusions drawn from the on-board survey analysis are summarized as follows:

- Overall, most LeeTran riders were “somewhat satisfied” with various aspects of the transit service being provided. However, they believed that focus should be placed on increasing frequency, bus stop improvements (shelters and benches), later evening hours, and expanded weekend service.
- Approximately 22 percent of passengers used the bus five or more days per week.
- A lack of access to a working vehicle or valid driver’s license were noted as primary reasons why many passengers used LeeTran for their transportation needs.
- Approximately 20 percent of passengers indicated that they were transit-dependent in that they would not be able to make this trip if not for the bus.
- Full-fare single trip payment was used by approximately 33 percent of respondents. The full cash fare was the preferred method of payment by passengers in age ranges from 15 to 74 and the majority of income levels.
- Based on the responses to the survey, the average LeeTran rider profile is a white, English speaking, female, between the ages of 16 and 24, with a household income of \$19,000 or less.

Lee County MPO Committee Meetings

On August 4, 2016, the draft TDP was presented for acceptance to the Lee County MPO Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC). The same presentation used for the public meetings, included in Appendix B, was given to each of the MPO committees. Committee members asked questions regarding various aspects of the TDP, but did not request any modifications. Both the TAC and CAC accepted the draft TDP document as presented. A presentation was also given to the Bicycle and Pedestrian Coordinating Committee on August 23, 2016.

Section 5: Review of Plans, Studies, and Policies

This section presents the findings from the review of select federal, regional, and local plans and programs to identify relevant transit policies with potential implications that may influence transit operations, infrastructure, and policy for LeeTran service. Findings from this review will help to ensure that development of the TDP is consistent with other local planning efforts and will help Lee County to better understand its transit operating environment.

Federal Programs

FAST Act

Fixing America’s Surface Transportation (FAST) Act was signed into law on December 4, 2015, and supports funding through 2020 for public transportation. Though there is an annual funding increase from the previous long-term transportation bill Moving Ahead for Progress in the 21st Century (MAP-21), this increase is subject to the annual appropriation process through Congress. Several changes of interest to LeeTran include the following.

- Advertising and concession revenue can now be used to cover the non-federal share for projects;
- Allows for discretionary spending on a project-specific basis of the Bus and Bus Facilities program which was previously eliminated in MAP-21 with a portion set aside for low- to no-emission vehicles and facilities;
- Long range plans must consider facilities to support intercity transportation;
- Retains the formula funding for the State of Good Repair program, and,
- Reduces the maximum federal New Starts share from 80 percent to 60 percent for Section 5309.

Other initiatives from FAST include:

- The availability of \$5.3 million in competitive grants for transportation options that would increase mobility and access to health services through the Federal Transit Administration (FTA) Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility Grants. This program would encourage partnerships between LeeTran and the healthcare providers within Lee County.
- The availability of \$60 million per year in competitive grants for the deployment, installation, and operation of advanced transportation technologies through the Advanced Transportation and Congestion Management Technologies Deployment Program. This program could be used for implementation of a universal smart card, dynamic ridesharing opportunities to support services for elderly and transportation disadvantaged individuals, advanced safety systems, and other advanced mobility offerings.
- The availability of \$268 million for the procurement of new vehicles and replacement of aging fleets and facilities through the 5339 Bus and Bus Facilities program. Of that amount, \$55 million has been earmarked for low- or no-emission bus procurement, which would assist LeeTran in continuing to meet its goal of high quality service that includes an environmentally friendly fleet.
- The availability of \$275 million in 2016 to support transit oriented developments (TOD) through the Transportation Infrastructure Finance and Innovation Act (TIFIA). Of that amount, 25 percent is reserved for projects in rural areas. This funding could assist with transportation to outlying areas such as Alva and Pine Island.

Grow America Act

The Grow America Act was proposed in federal fiscal year (FFY) 2016 with a budget of \$478 billion as a six-year surface transportation reauthorization proposal focused on modernizing transportation infrastructure. This bill included \$115 billion for transit investments and expanded transportation options. The funding bill also included funds for transit improvements aimed at reducing fleet breakdowns in an effort to reduce delays and increase customer reliability. The Grow America Act also included language to strengthen regional coordination and decision making. For the state of Florida, specifically the Grow America Act included approximately \$2.3 billion in highway funding and \$538 million in transit funding, which were significant increases over transportation bills with flat funding.

State Plans/Programs

2060 Florida Transportation Plan

The 2060 Florida Transportation Plan (FTP) was finalized in December 2010 with a 50-year horizon and is currently being updated. This document creates a shared vision for the future of transportation in Florida and its goals, objectives, and strategies to achieve the vision during the 50-year timeframe. The plan calls for a profoundly different transportation system from today's system, including the following:

- A statewide, multimodal transportation system that supports Florida's economic and livability goals by providing better connectivity to both urban and rural areas.
- Greater reliance on public transportation systems for moving people, including statewide passenger rail network and enhanced transit systems in Florida's major urban areas.
- A statewide, multimodal system of trade gateways, logistics centers, and transportation corridors to position Florida as a global hub for commerce and investment.
- An evolving air and space transportation system enabling Florida to remain a global leader for moving people and cargo between Florida and destinations in other states, nations, and orbit.
- A new generation of infrastructure, vehicles, fuels, and technologies to enable travel with fewer crashes, reduced delay, and fewer emissions.

Based on these core values of the 2060 FTP, public transportation systems like LeeTran play an important role in future connectivity and mobility. LeeTran in its efforts to review needs and plan for future services, infrastructure, and technologies to provide access to residents and visitors supports the 2060 FTP.

State of Florida TD 5-Year/20-Year Plan

Developed by the Commission for the Transportation Disadvantaged (CTD), this plan is required under Florida Statutes and includes the following elements:

- Explanation of the Florida Coordinated Transportation System
- Five-Year Report Card
- Florida Office of Program Policy Analysis and Government Accountability Review
- Strategic Vision and Goals, Objectives, and Measures

The five-year and long-range strategic visions were reviewed and used for guidance and are indicated below.

Long-Range Strategic Vision

The long-range strategic vision seeks to create a strategy for the Florida CTD to support the development of a universal transportation system with the following features:

- A coordinated, cost-effective multimodal transportation system delivered through public-private partnerships.
- A single, uniform funding system with a single eligibility determination process.
- A sliding scale of fare payment based on a person’s ability to pay.
- Use of electronic fare media for all passengers.
- Services that are designed and implemented regionally (both inter-county and inter-city) throughout the state.

Five-Year Strategic Vision

The five-year strategic vision seeks to develop and field-test a model community transportation system for persons who are transportation disadvantaged by incorporating the following features:

- Statewide coordination of community transportation services using Advanced Public Transportation Systems including Smart Traveler Technology, Smart Vehicle Technology, and Smart Intermodal Systems.
- Statewide coordination and consolidation of community transportation funding sources.
- A statewide information management system for tracking passenger eligibility determination.
- Integration of Smart Vehicle Technology on a statewide multimodal basis to improve vehicle and fleet planning, scheduling, and operations. This effort includes vehicle and ridership data collection, electronic fare media, and geographic information system (GIS) applications.
- Development of a multimodal transportation network to optimize the transportation system as a whole using Smart Intermodal Systems. This feature would be available in all areas of the state via electronic access.

TD implications are mandated for Good Wheels, Inc., but reviewing and assessing plan goals assist LeeTran with coordination and demand-response service delivery.

State Growth Management Legislation

House Bill (HB) 7207 repeals most of the State-mandated growth management planning laws that have governed development activities within Florida since the original Growth Management Act of 1975, including transportation concurrency.

HB 7207 provides local governments the opportunity to develop a more localized concurrency program that aligns with the development and mobility goals of the community and strengthens legislative language that supports multimodal approaches to transportation by stating that Comprehensive Plan Transportation Elements “shall provide for a safe, convenient multi-modal transportation system.”

Regional and Local Plans/Programs

Lee County MPO Transportation Improvement Program (FY 2016/2017 – 2020/2021)

The Transportation Improvement Program (TIP) is an annual document with the purpose of providing a staged, multi-year, intermodal program of transportation projects consistent with the MPO’s Long Range Transportation Plan (LRTP). The TIP depicts the MPO’s priorities for the expenditure of federal funds for each of the first three years of the State’s Tentative Work Program. All modes of transportation are covered in the TIP. This includes transit, roadways, bridges, aviation, seaport, rail and commuter rail, bicycle facilities, pedestrian provisions, and enhancement projects. Some of the transit projects that have been included over the five-year period are listed below.

- Vehicle Purchases
- Transit Corridor Project along US 41
- The design phase for a South Area Transit/Multimodal Center and Park-and-Ride lot
- Bus Pullouts on Regional Roadways
- Capacity Expansions at the Rosa Parks Downtown Intermodal Facility

Lee County MPO 2040 Long Range Transportation Plan

The LRTP is the twenty-five year vision for Lee County’s transportation needs updated every five years. The LRTP responds to trends that the MPO Board and community have been discussing for several years – the available funds are declining and the population is growing. The plan forecasts the County’s population to increase nearly 70 percent by 2040, putting the County’s population over one million.

The goals adopted by the MPO support a multi-modal transportation system that is:

- Balanced and integrated with all transportation modes for people and goods;
- Safe and secure for existing and future residents, visitors, and businesses;
- Sensitive to the County’s communities, the community character, and environmental resources;
- Enhances economic growth and anticipates development demands;
- Maintained, optimized, and expanded using the best available technologies; and
- Financially feasible.

Transit needs were identified in LeeTran’s 2012 TDP and are based on input/analysis from public outreach, recent study efforts, transit markets, and regional coordination. Due to funding limitations, the cost affordable transit plan assumes only a continuation of the current bus transit network and services through 2040. However, the plan does not rule out the opportunity to advance any projects identified in the needs plan if funds become available.

Lee County Transportation Disadvantaged Service Plan (FY 2015/2016)

Chapter 427 of the Florida Statutes defines the TD as “those person who because of physical or mental disability, income status, age are unable to transport themselves or purchase transportation and are, therefore, dependent on others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities or children who are persons with a disability or at high-risk as defined in 422.202, Florida Statutes.” The Lee County Transportation Disadvantaged Service Plan (TDSP) addresses the needs of elderly, disabled or economically disadvantaged people within the County and

reflects a careful review of various data, travel patterns, policies, agency responsibilities and funding to define a five-year detailed implementation plan (which is updated annually) to help meet those needs.

The potential TD population, which includes disabled, elderly, low-income persons, is expected to increase to 365,067 by 2023. Additionally, TD persons who are unable to transport themselves or purchase transportation are expected to increase to 39,203 by 2023. The Community Transportation Coordinator (CTC) identified the following funding needs:

- Capital assistance to purchase:
 - Replacement and expansion vehicles and vans
 - IT scheduling software
 - Replacement equipment for existing vehicles
- Operating assistance to:
 - Hire and train 30 additional drivers and provide continuing education to all drivers
 - Provide dialysis and chemo patients transportation in Lee County
 - Retain a grant management person
 - Upgrade the Good Wheels website, include ADA compliant features
 - Develop communication applications on social media for clients and others

The six goals below were also identified.

Goal 1: Coordination of Service - Coordinate all public transportation services funded with local, state or federal funds.

Goal 2: Provision of Service - Provide a comfortable, cost-efficient and cost-effective coordinated transportation service that meets the needs of the transportation disadvantaged within funding limitations.

Goal 3: Service Quality - Assure that quality transportation service is being provided

Goal 4: Training about and Marketing of Service - Continue to market and promote transportation service that can be provided within the limits of available resources.

Goal 5: Resource Management – Maximize the use of human and financial resources and equipment.

Goal 6: Safety – Continue to operate a safe transportation system as set forth in the CTC’s Systems Safety Program Plan.

Economic Impact of Southwest Florida International Airport

Airports in Florida are important economic engines, and support vital health, welfare, emergency, and safety-related services. Air travel is also essential to Florida’s number one industry – tourism. Southwest Florida International Airport has a single runway 12,000 feet long and accommodates both domestic and international air service, along with cargo activity. The airport serves a mix of personal, leisure, and business-related travel, with nearly four million passengers flowing through the airport each year. Southwest Florida International’s easy access from Interstate 75 helps to fuel the demand for the airport. Coordination of public transit bus service with airport access can be an important component of mobility and assist with creating economic opportunities.

Southwest Florida Regional Planning Council Strategic Regional Policy Plan

The Strategic Regional Policy Plan (SRPP) of the Southwest Florida Regional Planning Council was adopted in September 2011. The plan has not been updated as of recent, so references are not current at this time to the Lee County LRTP. The Florida Legislature mandates that the SRPP for each region of the State contain the following five elements:

- Affordable Housing
- Emergency Preparedness
- Natural Resources
- Economic Development
- Regional Transportation

Based on the existing trends, information gathered in public presentations and forums held around the region, the future of the region from 2011 to 2035 transportation issues identified within the framework to the SRPP will be as follows:

1. Complete streets will become increasingly in demand.
2. Multi-modal transportation facilities integrated with increased density land uses will increase.

The Regional Transportation Element goals from the SRPP are listed below.

Goal 1: Construct an interconnected multimodal transportation system that supports community goals, increases mobility, and enhances Southwest Florida’s economic competitiveness.

Goal 2: Achieve a competitive and diversified regional economy through improved workforce development, enhanced access to technology and education, and investment in multi-modal transportation facilities.

Goal 3: A regional transportation system that provides Southwest Florida citizens and visitors with safe, timely and efficient access to services, jobs, markets and attractions.

Goal 4: Assist as needed in the development of a cost-effective and financially feasible transportation system that adequately maintains all elements of the transportation system to better preserve and manage the Region’s urban and non-urban investment.

Lee County Comprehensive Plan

The 2014 Lee County Comprehensive Plan (Lee Plan) represents the community’s vision of what it should look like by 2030. The Plan consists of ten Elements, and the Transportation Element specifically addresses transit matters in the County.

The Transportation Element incorporates goals, objectives, and policies to guide the future development in Lee County. Only the goals and objectives relative to transit are included below. Some of the policies will need to be updated to reference revised goals in the 2040 LRTP and new performance measures for LeeTran.

Goal 43: MASS TRANSIT SERVICE. In an effort to minimize the number of automobile trips on Lee County roads, the county will provide high quality public transit service to residents and visitors in and between

the concentrated population centers of Lee County, and ensure this service is integrated with other modes of transportation.

Objective 43.1: RIDERSHIP. The County will maintain efforts to increase annual public transit ridership sufficient to achieve 1.3 passenger trips per revenue mile by 1999.

To achieve this objective, the County plans to link bicycle/pedestrian facilities and bus stops (Policy 43.1.1); maintain efforts to provide bus stop amenities (Policy 43.1.2); establish park-and-ride lots and routes for commuters and visitors to serve high demand locations (Policy 43.1.3); and work to ensure that road ownership is not an impediment to transit or pedestrian service/facilities (Policy 43.1.12).

Objective 43.2: NEW DEVELOPMENT. Require that large new developments provide convenient access to mass transit.

Policy 43.2.1 Through county development regulations, require that developments with a Suburban Area density or higher provide the following as needed, all of which will meet the Americans with Disabilities Act requirements:

- Bus accommodations such as dedicated transfer/loading areas, adequate lane widths and turn arounds;
- Bus shelters with route information displays;
- Bicycle storage areas near major bus stops; and
- Walkways for access to bus stops.

Objective 43.4: COORDINATION. All mass transit plans will be coordinated with state, regional, and other local governmental agencies and special needs groups.

To achieve this objective, the County will provide transit service accessibility to elderly and disabled residents and to others with special needs (Policy 43.4.2); co-operate with the private sector to increase the viability of privately funded transit service (Policy 43.4.3); and develop a joint plan for transporting students on public transportation and school buses (Policy 43.4.4).

Objective 43.5: CORRIDOR PROTECTION. Consider the establishment of exclusive mass transit corridors where necessary and appropriate.

Policy 43.5.1 Consider the demand for mass transit, and particularly for future mass transit rights-of-way or exclusive corridors, while conducting all major transportation planning studies.

Goal 44: TRANSIT DEVELOPMENT PLAN. To continue the development of a TDP for the County.

The objectives and policies that support this goal detail the plan to complete a TDP every three years with annual updates, and to implement the desired transit system alternatives from the TDP as prescribed in the plan.

City of Fort Myers Comprehensive Plan

The goals, objectives, and policies of the 2010 City of Fort Myers Comprehensive Plan Amendment were developed during the planning process to guide the community and provide clear direction to elected officials, city staff, and citizens alike on certain day-to-day activities as well as the future vision of the City.

The Transportation Element has one goal: To provide an efficient, safe, and responsive City transportation system consistent with environmental and land use goals. Objectives and policies related to transit are listed below.

Objective 1: To meet the transportation needs of the incorporated area through a safe, convenient, and energy efficient multi-modal system of roadway, rail, air, boating, public transportation, and bicycle and pedestrian facilities.

Policy 1.2 Additional transit routes and increased ridership will be promoted and public transportation friendly land uses in designated public transportation corridors will be encouraged.

Objective 7: To increase the mobility opportunity of the transportation disadvantaged, and promote efficient public transit services.

Policy 7.1 Those City operations which are open to the public will be designed to be accessible to the transportation disadvantaged and others.

Policy 7.2 The number of trips provided for transportation disadvantaged citizens should be increased above 2000 levels by the year 2010.

Objective 9: To make efficient use of the existing capacity of the transportation system before investing in additional facilities.

Policy 9.1 Carpooling, staggered work hours, park and ride, and other capacity-increasing techniques will be promoted for use and considered as ways for efficient use of parking and the transportation system in the Downtown Redevelopment Area.

Town of Fort Myers Beach Comprehensive Plan

Developed in 1999, the Transportation Element of the Fort Myers Beach plan addresses many transportation issues, with particular attention to traffic congestion. Options to improve the traffic flow are very limited due to the density of existing development and the limited right-of-way for road expansion. Below are goals, objectives, and policies that provide alternative mode solutions.

Goal 7: To improve peak-season mobility without reducing the permeability of Estero Boulevard to foot traffic or damaging the small-town character of Fort Myers Beach.

Objective 7-D: VARIETY OF TRAVEL MODES – The town of Fort Myers Beach shall make efforts to improve mobility for its residents and visitors, striving for a balanced transportation system that allows safe movement even during peak periods of traffic congestion.

The policies associated with this objective include supporting an airport shuttle service and trolley improvements to encourage fewer vehicles on the road (Policy 7-D-1), and to support alternatives to car trips to free up road capacity (Policy 7-D-3).

City of Cape Coral Comprehensive Plan

The City of Cape Coral Comprehensive Plan was amended in 2015. Below are goals, objectives, and policies from the City of Cape Coral Comprehensive Plan that are relevant to public transit.

Goal 1: The City of Cape Coral shall provide its residents with an efficient, balanced and safe motorized and non-motorized transportation system, which is both economical and in accord with the future land use and environmental goals.

Objective 1.5: Continue to implement and improve a program of mass transit and paratransit services, in coordination with Lee County Transit, based upon existing and proposed major trip generators and attractors, safe and convenient mass transit terminals, and accommodation of the special needs of the transportation disadvantaged within the Urban Services Infill, Transition and Reserve Areas as recommended in the Transit Element developed as part of the 2030 Lee County MPO LRTP.

The policies associated with this objective state that the City will support the transit program included in the 2030 LRTP (Policy 1.5.1), and will provide incentives for the assembly of land, mixed use developments, and promote development in such a manner as to support the efficient and economical provision of public transit service (Policy 1.5.7).

Goal 3: The City shall assure the availability of transportation services to all citizens of Cape Coral with a special consideration for the elderly and handicapped.

The objective for this goal states that the transportation services for the disadvantaged will be maintained or improved beyond the 2006 levels. To do this, the City will provide sidewalks with curb cuts and accessible transit stops and will continue to subsidize the City’s mini-bus service (Policy 3.1.1). The City will also seek out grants and other non-ad valorem revenues to finance the expansion of the mini-bus service (Policy 3.1.2).

Goal 5: The City’s transportation system will be an integrated and coordinated part of the county, regional, and state transportation system.

Objective 5.1: All planning for traffic circulation, mass transit and paratransit systems will be coordinated with the City of Cape Coral Future Land Use Map, the FDOT 2025 Transportation Plan, the Lee County MPO 2030 LRTP, and the plans of neighboring jurisdictions.

City of Bonita Springs Comprehensive Plan

The City of Bonita Springs 2007 Comprehensive Plan establishes one goal in the Transportation Element: *To develop a safe and efficient multi-modal transportation network that provides for optimal access to the City’s major activity centers; accommodates the forecasted transportation demands; encourages interconnections between neighborhoods and developments while enhancing neighborhood and community character; is aesthetically pleasing; and, compliments the urban and natural environment of Bonita Springs.* The objectives and policies relevant to public transit are included below.

Objective 1.7: The City will ensure a comprehensive and economically viable alternative system to vehicular travel within the City including a reasonable fare-based and efficient public transit service, based upon existing and propose major trip generators and attractors, safe and convenient public transit stops, and transfer points and land uses.

Policy 1.7.2 Coordinate with public and private transit providers to ensure adequate transit capacity to meet public transit demand within the City and identify improvements and enhancements needed by the system.

Policy 1.7.5 The City shall coordinate with LeeTran and the MPO to further use of public transit within the City by urging residents and visitors to use the Trolley when visiting beaches, distributing LeeTran schedules, encouraging LeeTran to examine potential park-and-ride locations, and working with LeeTran during the City’s “streetscape” planning to establish design guidelines and locations for public transit shelters and kiosks within the City so as to provide safe, convenient and aesthetically pleasing service.

City of Sanibel Comprehensive Plan

According to the City of Sanibel’s Transportation Element developed in 2013, the City does not currently have any public transit terminals or transfer stations. Although the City encourages alternatives to the use of private automobiles, providing public transit may present some challenges - a majority of the traffic in Sanibel is made up of visitors who have access to private autos. However, the City plans to work with LeeTran to provide transit service from Sanibel to connect to the agency’s mainland routes, and will encourage LeeTran to provide scheduled route service on Sanibel and Captiva Islands.

The goal established in the Transportation Element is to “provide a safe, convenient and efficient motorized and non-motorized transportation system for all residents and visitors to the City of Sanibel while preserving the natural beauty and unique atmosphere of the Island.” Below are objectives and policies that are directly related to public transit.

Objective 2: A balanced transportation system is desired which is compatible with other elements of the Plan. It should provide transportation alternatives to the automobile, compatible with the City’s character, that create the higher level of service through reduced traffic demand rather than increased roadway capacity.

Policies established under this objective include encouraging LeeTran to provide park-and-ride service and to expand transit service to Summerlin Road (Policy 2.14), evaluating the feasibility of providing park-and-ride facilities close to Sanibel and encouraging Lee County to provide the facilities (Policy 2.15), and working with public agencies and private providers to ensure that services for the transportation disadvantaged are adequately addressed (Policy 2.16).

Estero Community Plan

The 2014 Estero Community Plan establishes the goal to promote the development of Estero as a community with a unique quality of life, distinct character, and diverse housing, economic, recreational, and social opportunities by:

- a. Protecting the natural resources, environment, and lifestyle;
- b. Establishing minimum aesthetic and design requirements;
- c. Managing the type, location, quality, design and intensity of future land uses;
- d. Providing greater opportunities for public participation in the land development approval process; and

- e. Promoting a true sense of place in Estero.

The following objective and policy reflect how transit fits into the above goal.

Objective 19.4 TRANSPORTATION CONNECTIVITY AND MOBILITY. Facilitate the development of an interconnected community that enables people to easily access Estero’s neighborhoods, commercial and mixed-use centers as well as other areas within the county and region through an integrated transportation and mobility system.

Policy 19.4.1 Establish land development code standards that ensure the development of a well-connected transportation system that includes pedestrian pathways, bikeways, transit, and roadways. These standards should require interconnects with adjacent uses; link neighborhoods, commercial and mixed-use centers, public facilities, and parks; and enable multi-modal transportation access (pedestrian, bike, vehicular, and transit) within and between the different neighborhoods, economic and employment centers, civic uses, and public space, park, and recreational facilities within the community.

The Captiva Plan

The most recent Captiva Plan was developed in 2011 and is cited in the Lee County Comprehensive Land Use Plan. The main goal of the plan is to maintain and enhance the historic pattern of development on Captiva. The objectives and policies confirm and reinforce the goal through incentives and regulatory programs to protect the features of Captiva Island. At this time, LeeTran does not operate fixed-route transit services on Captiva and the Captiva Plan does not include goals or objectives relating to public transportation.

LeeTran Transit Development Plan

The previous LeeTran TDP Major Update served as the strategic guide for public transportation in Lee County for FY 2012-2021. The sections within the document include a review of transit planning and policy documents, an evaluation of existing LeeTran services, market research and public involvement efforts, the development of a situation appraisal and needs assessment, and the preparation of a 10-year transit development plan that provides guidance during the 10-year planning horizon of the plan.

Four goals were prepared based on the review and assessment of existing conditions, feedback received during the public involvement process, and the review of local transportation planning documents. These goals are:

Goal 1: Increase the Market Share for Transit

Increase the number of one-way, fixed-route passenger trips from 3 million in FY 2008/09 to 5 million in FY 2020/21 (Objective 1.1); and maintain operating standards of 14 passengers per revenue vehicle hour, 1.3 passengers per revenue vehicle mile, and farebox revenues at a minimum of 20 percent of operating expenses (Objective 1.2).

Goal 2: Provide a High Quality Service

Develop/implement two premium transit lines by 2021 (Objective 2.1); expend a minimum of \$150,000 on ADA compliant bus shelters and transit infrastructure (Objective 2.2); Convert 50

percent of existing vehicle fleet to environmentally-friendly propulsion technologies by 2021 (Objective 2.3).

Goal 3: Build Meaningful Community Partnerships

Support and participate in local and regional economic development and transportation planning efforts (Objective 3.1); conduct a minimum of 50 public outreach and community involvement events each year (Objective 3.2).

Goal 4: Ensure the Long-Term Viability and Stability of the Service

Maintain local support for the fixed-route service consistent with the financial plan in the 2012 TDP Update (Objective 4.1); expand revenue base in order to fund TDP 10-Year and Vision Plan service enhancements (Objective 4.2).

The Cost Feasible Plan reveals that budget constraints do not allow for implementation of additional revenue hours of service, so many improvements will remain unfunded unless additional revenue sources are identified. Cost feasible service improvements for FY 2012 implementation include three new services (Route 5, Lehigh Circulator, and Collier Connector) and service realignments (Routes 70, 10, 110, 130, 140, 15, 20, 30, 50, 80, 90, 95, and 150). All improvements for FY 2013 – FY 2021 are considered unfunded needs.

LeeTran Comprehensive Operations Analysis

The Comprehensive Operational Analysis (COA) was performed in 2010 to identify opportunities for improving the productivity and efficiency of LeeTran’s public transportation services. Ridechecks and on-board surveys were conducted as part of the major data collection activities to support the COA, and service recommendations were made from the results. The Preliminary Service Recommendations section presents a set of recommended service improvements that are organized into three categories: Near-Term Improvements (1 – 2 years), Short-Term Improvements (3 – 4 years), and Mid-Term Improvements (5+ years).

These service improvement recommendations would produce an additional 47 hours and 38 minutes of daily revenue hours and increase the number of vehicles by three. Several of the improvements will reduce the service area coverage, which may also reduce the ADA service area and service to Title VI populations. However, Routes 30, 70, and 110 see an increase in ADA service area with the recommended alignment modifications.

Summary

This section reviewed related transportation planning and programming documents to assess existing transit policies, along with their relationship to LeeTran. Policies were reviewed at the federal, state, and local levels of government to determine guidance for the subsequent development of the Situation Appraisal for the TDP Update. The review of federal, state, and local transportation policies indicates that no conflicts are expected with regard to consistency with other plans and programs.

Section 6: Situation Appraisal

Requirements for a 10-year TDP in Florida include the need for a situation appraisal of the environment in which the transit agency operates. The purpose of this appraisal is to help develop an understanding of the transit operating environment in Lee County in the context of the following elements:

- Socioeconomic trends
- Travel behavior
- Land use
- Organizational attributes
- Technology
- Regional transit issues

The assessment of these elements resulted in the identification of possible implications for LeeTran. The assessment and resulting implications are drawn from the following sources:

- Review of relevant plans, studies, and programs prepared at all levels of government
- Results of technical evaluations performed as part of the TDP planning process
- Outcomes of discussion with LeeTran staff and the TDP Review Committee
- Input gathered through public involvement activities

Issues, trends, and implications are summarized for each of the major elements in the remainder of this section.

Socioeconomic Trends

To better assess the impact of the growth in population on public transportation needs, it is important to understand the trends and markets that could be impacted or may benefit from public transportation services. Key findings from an assessment of socioeconomic trends are summarized as follows:

- Future densities are expected to increase in areas including Lehigh Acres, Cape Coral, and Bonita Springs.
- Only 53 percent of the population was in the labor force and 49 percent of the labor force employed in 2014, denoting the older population with sources of income not directly from current employment.
- In 2014, less than one percent of commuters traveled to work using public transportation in Lee County.
- The population is expected to grow approximately 26 percent by 2025, from 674,992 in 2015 to 847,963 in 2025.
- More than 10,000 people are employed by Lee Memorial Health System and the Lee County School District.
- According to the Lee County Visitor and Convention Bureau, during calendar year 2015, Lee County hosted an estimated 4.9 million visitors. Over half of these visitors stayed in paid accommodations on their trip, while the remainder stayed with friends or relatives.
- Forbes Business ranked Cape Coral as the third best city in the US for job growth, and Bloomberg Business identified the Cape Coral-Fort Myers area among the top cities for economic growth in 2016.

Implications – LeeTran has experienced significant population growth, with a 50 percent increase in the population from 2000 to 2014. With an additional increase in population of 26 percent projected by 2025, additional transportation resources will be needed. In addition, the population densities are expected to increase in the outlying areas creating challenges for providing efficient transit services. LeeTran will need to focus future growth of the transit system on services that connect to the areas that are expected to grow, but also implement efficiency improvements to increase the existing level of transit service in an effort to attract choice riders along the major corridors and tourist areas. In addition, with only 49 percent of the population currently in the labor force and employed, there may be an increase in the traditional rider market for older adults that are relocating to the Lee County area.

Travel Behavior

- Congested roadways include Cape Coral Parkway (Del Prado Boulevard to West end of bridge), Colonial Boulevard (Summerlin Road to US 41), Colonial Boulevard (US 41 to Fowler Avenue), Colonial Boulevard (Fowler Avenue to Metro Parkway), Colonial Boulevard (Winkler Avenue to Six Mile Cypress Parkway), Colonial Boulevard (Six Mile Cypress Parkway to I-75), and US 41 (Fountain Interchange to Pondella Road).
- According to the 2014 ACS, 86 percent of Lee County residents both work and live in Lee County. Approximately 42 percent of Lee County residents commute 30 minutes or more for employment.
- On-board survey respondents were asked which mode of transportation they would utilize if bus services were not available. The survey found that 21 percent of respondents would walk to their destination, while 20 percent would not be able to make the trip.
- Many roadways, particularly near the beaches, experience seasonal congestion. LeeTran has coordinated and worked with FDOT to plan for future projects that would include Transit Signal Priority and Bus Queue Jump lanes in an effort to reduce traffic backups and bus delays along the congested roadways, including San Carlos Boulevard and US 41.

Implications - LeeTran service is existing along the most congested roadways in the county; however, with less than one percent of commuters using public transportation, consideration should be given to increasing frequencies and improving service to attract additional riders along the major corridors. The majority of LeeTran riders are captive and would either walk or not make their trip, if transit service was not available. As resources become available, improving the routes along the congested roadway segments may encourage choice riders to begin using the transit system and create efficiencies for the traditional users. The implementation of express bus service and transit signal priority at key intersections during peak travel hours on congested roadways could decrease travel times for commuters, making transit a more attractive option for all users of the system.

Land Use

- According to the Lee Plan, with the exception of Lehigh Acres and Cape Coral, the county’s urban areas will be built out by 2030 (pending, in some cases, redevelopment).
- While existing development patterns have included the establishment of gated communities, several of the 22 planning communities in Lee County have future plans to develop gated communities, according to the Lee Plan. LeeTran has also received requests to pick up passengers from gated communities.
- Current land use patterns within Lee County indicate a history of sprawling low densities; however, growth indicates that the County is transitioning into new development patterns

consistent with future land use plans. Emerging trends indicate a change towards sustainable, transit-friendly development patterns with denser and more intense land use patterns in designated areas. Mixed-use developments are planned in Cape Coral and Fort Myers Beach.

- Community Redevelopment Agencies (CRAs) within Lee County are proposing redevelopment plans in the area, while other agencies propose visioning projects. Some of these areas are in the Fort Myers Midtown Neighborhood, Downtown Fort Myers, the Downtown River District, and Cape Coral.

Implications – While future planning efforts may focus more on redevelopment of existing areas based on the availability of land within the more urban areas and growth in the outlying areas, LeeTran will continue to face the challenge of providing transit services to lower density, gated communities that have been previously constructed. In addition, with future growth occurring in the outlying areas, LeeTran will also need to consider implementing more premium express route services when providing connections to create a more efficient network that will make transit a viable option for traditional and choice riders. Because of the growth patterns in the county, it will be important for LeeTran to continue coordination with the county planning department to communicate the need for land development regulations and policies that are supportive of transit. LeeTran should also participate in the development review process to educate and promote multimodal development.

Organizational Attributes

- During the 10-year TDP timeframe, LeeTran will need to undergo succession planning efforts to fill positions for retiring management staff. The LeeTran management staff has a great level of knowledge to share prior to leaving their positions and will need to find additional staff members that may begin learning the positions so that agency knowledge is not lost during the transitions.
- LeeTran is faced with the challenge of operating transit services within funding constraints leading to the need to decide if future transit plans should focus on improving existing services or extending coverage to new areas. As shown in the public involvement section of this TDP and the additional potential alternatives that have been established as part of the vision plans and included in Appendix C.

Implications – To ensure that organizational knowledge is not lost and future plans can be carried out, LeeTran will need to begin the succession planning process over the next ten years. LeeTran may coordinate with nearby colleges, including FGCU, to begin internship programs and other recruiting efforts to begin mentoring staff into the management positions of those at the drop level.

LeeTran staff must focus on maintaining existing services over the 10-year planning period due to budget constraints while also receiving requests for improved and expanded services. New revenue sources will need to be identified to move forward with any alternatives other than maintaining existing services. LeeTran staff will also be required to continually look for potential efficiency improvements in the existing system to effectively maintain service with any improvements. Efficiencies may be recognized through periodic assessments of the transit system using Comprehensive Operational Analysis (COA) or internal assessments.

Technology

- Uber and Lyft ride-sourcing are potential alternatives to the bicycle for the first and last mile of the transit trip; however, the hotspots are occurring during the afternoon rush and along the same corridor as the Route 140 which is one of higher frequency routes in Lee County. Some individuals commented during the outreach process that the ride-sourcing companies may be more appealing based on the availability of technology to schedule and pay for trips creating a more convenient mode for those that can afford the service. However, there are some ADA concerns associated with using services such as Uber or Lyft. Other transit agencies are currently reviewing these services as options that would allow the agencies to better concentrate service and coordinate with ride-sourcing companies to transport riders to routes.
- LeeTran has developed and is ready to release a Request for Proposals (RFP) for mobile ticketing using smart phones. However, the release of the RFP has been delayed due to the requirements for establishing the back office technology that is required to operate the technology for ridership and revenue tracking purposes. The back office will require significant planning for the transition and coordination with all of the departments to develop appropriate policies and procedures.
- Automated vehicles are being studied and have the potential to change the future of Lee County, according to the 2040 LRTP. Various agencies are currently testing automated vehicle technology for the impacts using data collection devices and other equipment, including bicycle and pedestrian collision warning, forward collision warning both in highway and urban areas, motorcycle detection, lane departure warning, and headway monitoring and warning.
- LeeTran, in coordination with FDOT, is planning for transit signal priority/queue jump projects along San Carlos Boulevard and US 41. These projects would be used to address congestion issues along the roadways that have resulted in bus delays, but would also require the buses to be equipped with automatic vehicle locator (AVL) technology.

Implications – Choice riders may be attracted to ride-sourcing rather than the fixed-route services that are provided due to the convenience and ease of use provided through the technology. Some of the riders may use ride-sourcing services to complete the first and last miles of their trips, with the implementation of technology that would allow them to coordinate trips between the services as well as pay for trips using smart phone capabilities. Smart phone payment capabilities may attract riders to the system and provide other convenient fare payment options for the existing riders.

The transit signal priority and queue jump projects have the potential to improve the efficiency of the existing system with the reduction of delays and other on-time performance concerns. While automated vehicle technology is new and still in the testing phase, LeeTran will need to stay aware of the studies that are ongoing to assess the impacts that may affect LeeTran.

Regional Transit Issues

- In 2014, 9 percent of Lee County residents commuted to Collier County for work, while 6 percent of Collier County residents commuted to Lee County for employment. The Route 600 provides transit service between Lee and Collier counties creating a regional transit connection.
- Lee County Visitor and Convention Bureau, visitors spent an estimated \$3.0 billion in Lee County during 2015, a 4.6 percent increase over 2014 estimated visitor spending (\$2.9 billion) and the highest seen over the course of the past five years (2011 through 2015).

- The proposed Metropolitan Planning Enhancement Act legislation would allow an MPO for an urbanized area with a population over 200,000 to request a high-performing MPO designation or MPOs may consolidate by agreement when multiple MPOs exist within a Metropolitan Statistical Area. For high-performing MPOs, the proposed legislation would enable a greater allocation and more flexibility for surface transportation and the transportation alternatives incentive funds.
- There is a new focus from federal grants that links public transit and the healthcare and safety fields. As LeeTran plans for new services and looks to the future, emphasis should be given to how the new services would provide important connections and services for the healthcare industry as well as how additional transit services can reduce the overall number of vehicles on the road and alleviate some of the safety conflicts.

Implications – Lee County may have the opportunity to secure additional funding for transit through designation as a high performing MPO and/or securing additional grants. When funding is available for the expansion of future services, those services should focus on improving regional connectivity and promoting tourism and job access. While the Route 600 is currently the only connection between Lee and Collier counties, park-and-ride facilities may also be an effective way to connect with other regional transit systems in the future. These connections may include Charlotte County when its fixed-route service is established and other regional transit connections that may be planned by Collier County. Park-and-ride facilities may provide residents and visitors access to those regional services without extending the LeeTran transit service beyond the county line.

LeeTran should engage in regional discussions about travel options and how connectivity can be improved, particularly with additional growth occurring in the Lehigh Acres and Cape Coral communities.

Conclusion

The implications identified in this Situation Appraisal identify areas that should be considered in the future planning of the transit system. With Lee County’s growing population, it will be important for the transit agency to stay aware of changing technology and how the technology can be used to enhance the existing system. The availability of ride-sourcing companies has begun to change public transit and attract choice riders. LeeTran also faces budget constraints and funding issues that may prevent the implementation and coordination of various programs that could enhance services and make the current system more efficient and appealing to those who are currently choosing other transportation modes. LeeTran will need to plan for the changing local operating environment and seek out new grant opportunities to find viable resources for public transit.

Section 7: Potential Service Gaps and Latent Demand

This section summarizes the potential service gaps and latent demand assessment conducted as part of the LeeTran TDP development process. The assessment techniques are summarized, followed by the results of each analysis used to assess demand for transit services in Lee County. When combined with the baseline conditions and performance reviews in this TDP as well as the public involvement feedback, and the review of relevant plans and studies, the assessment yields key factors for evaluating transit needs over the next 10 years.

Traditional Transit Market Assessment

The traditional transit market refers to population segments that historically have a higher propensity to use or depend on transit for their transportation needs. For some individuals, their ability to drive is greatly diminished with age and they must rely on others for their transportation needs. Likewise, younger persons not yet driving age but who need to travel to school, employment, or for leisure may rely more on public transportation until they reach driving age. For lower-income households, transportation costs are particularly burdensome, as a greater proportion of income is used for transportation-related expenses than it is for higher-income households. Households with restricted income, particularly those with no private vehicle, are more likely to rely on public transportation for travel. Therefore, traditional transit users include older adults, youth, and households that are low-income and/or have zero vehicles.

A Transit Orientation Index (TOI) assists in identifying areas of the county in which a traditional transit market exists. To create the TOI, five-year demographic data estimates from the 2014 ACS were analyzed at the census block group level (the most detailed level of data available from ACS) for the following demographic and economic variables:

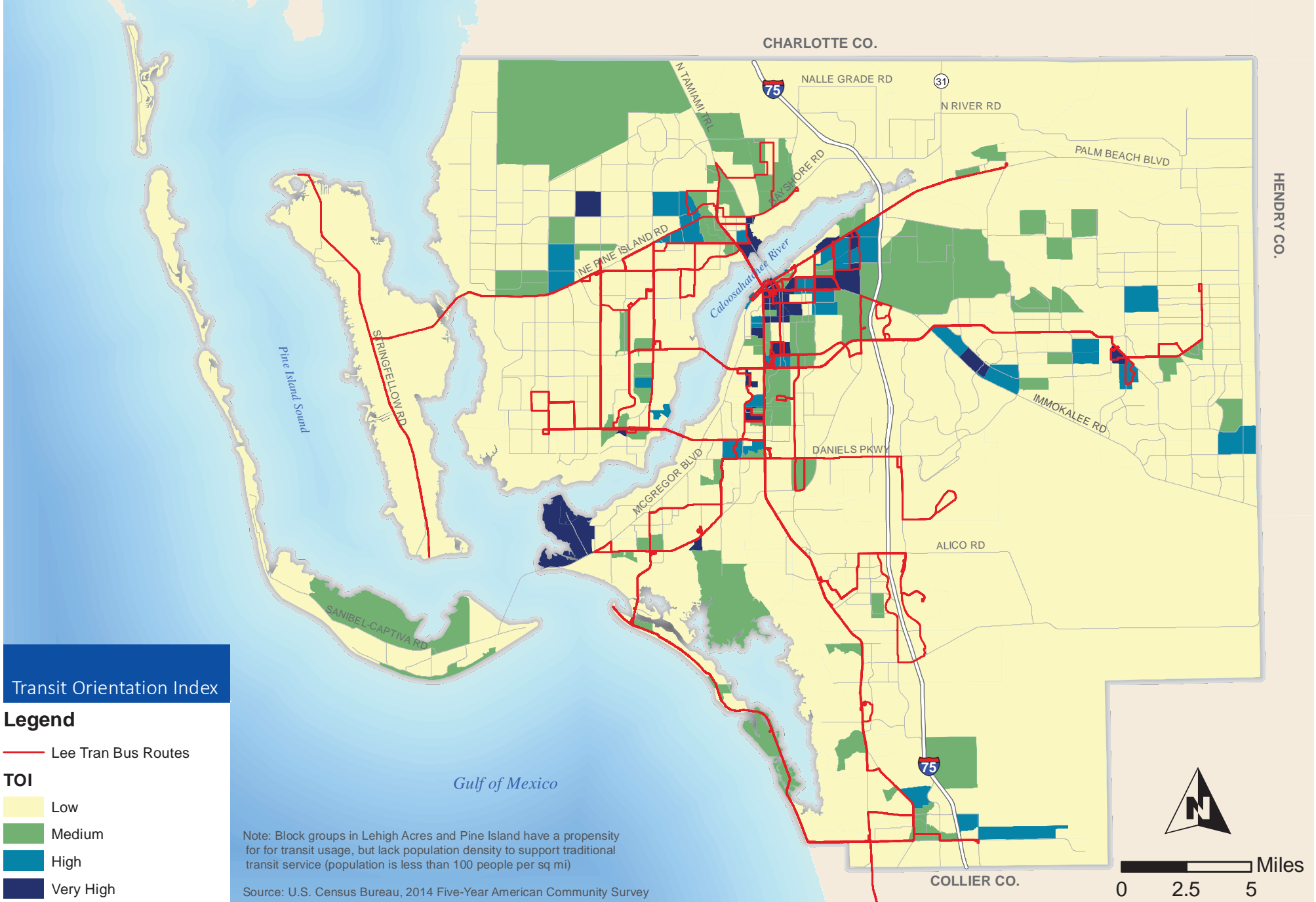
- Population age 65 and older
- Population under age 15 (youth)
- Population living below the poverty level (\$25,000 or less annual income for a 4-person household)
- Households with no vehicles available (zero-vehicle households)

The ACS data layers were overlaid to develop a composite ranking for each census block group of “Very High,” “High,” “Medium,” and “Low,” with respect to the level of transit orientation. The areas that ranked “Very High” reflect a very high transit orientation, i.e., a high proportion of transit-dependent populations, and those ranked “Low” indicate much lower proportions of transit-dependent populations.

Map 8 illustrates the 2014 TOI prepared for Lee County, reflecting areas with varying traditional market potential. Within Lee County, census block groups with “Very High” and “High” transit orientation are located in the following areas:

- Downtown Fort Myers
- Iona/McGregor
- Along Immokalee Road
- Lehigh Acres
- North Fort Myers
- Cape Coral near NE Pine Island Road
- Bonita Springs along Bonita Beach Road

LeeTran Transit Development Plan

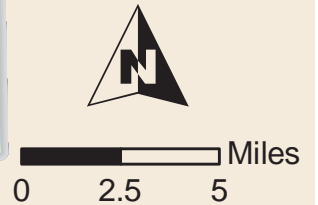


Transit Orientation Index

- Legend**
- Lee Tran Bus Routes
- TOI**
- Low
 - Medium
 - High
 - Very High

Note: Block groups in Lehigh Acres and Pine Island have a propensity for for transit usage, but lack population density to support traditional transit service (population is less than 100 people per sq mi)

Source: U.S. Census Bureau, 2014 Five-Year American Community Survey



There is limited or no transit access available in the portion of Iona/McGregor that is shown with “Very High” TOI, the census block group in Cape Coral, and along Immokalee Road. The remaining block groups that are listed above have some fixed-route transit service available.

Discretionary Transit Market Assessment

A discretionary transit market refers to potential riders living or working in higher-density areas of the county who may choose to use transit as a commuting or transportation alternative. The Millennial generation is another relatively new transit market of choice riders that make up one-third of the total U.S population, according to the U.S. Executive Office Council of Economic Advisors. The Urban Land Institute *America in 2015* report on survey views of housing, transportation, and community reported that just over half of all Americans and 63 percent of the millennial generation would like to live in a place where they do not need to use a car very often.

A Density Threshold Assessment (DTA) was conducted based on industry-standard relationships between transit levels and dwelling unit/employment densities to identify the areas of Lee County that are currently experiencing or projected to experience transit-supportive residential and employee density levels in the future. Dwelling unit and employment data by Traffic Analysis Zone (TAZ) were obtained from the Lee County MPO and used to conduct both the existing (2017) and future (2026) DTA analyses.

Three density thresholds were developed to indicate whether an area contains sufficient density to sustain some level of fixed-route transit operations:

- Minimum – Reflects minimum dwelling unit or employment densities to consider basic fixed-route transit services (i.e., local fixed-route bus service).
- High – Reflects high population or employment densities that may be able to support higher levels of transit investment than areas that meet only the minimum density threshold (i.e., increased frequencies, express bus).
- Very High – Reflects very high population or employment densities that may be able to support higher levels of transit investment than areas that meet the minimum or high density thresholds (i.e., premium transit services, etc.).

Table 19 presents the dwelling unit and employment density thresholds (in terms of TAZ) associated with each threshold of transit investment.

Table 19: Transit Density Thresholds

Level of Transit Investment	Dwelling Unit Density Threshold ¹	Employment Density Threshold ²
Minimum Investment	4.5-5 dwelling units/acre	4 employees/acre
High Investment	6-7 dwelling units/acre	5-6 employees/acre
Very High Investment	≥8 dwelling units/acre	≥7 employees/acre

1. TRB, National Research Council, TCRP Report 16, volume 1 (1996), Transit and Land Use Form, November 2002, MTC Resolution 3434 TOD Policy for Regional Transit Expansion Projects.

2. Based on a review of research on the relationship between transit technology and employment densities.

Maps 9 and 10 illustrate the results of the 2017 and 2026 DTA analyses conducted for Lee County, identifying areas that support different levels of transit investment based on existing and projected dwelling unit and employment densities. These maps also illustrate the existing LeeTran transit route networks to gauge how well the current transit networks cover the areas of Lee County that are considered supportive of at least a minimum level of transit investment.

As shown on the 2017 DTA map, the transit supportive areas are located in downtown Fort Myers, along the US 41 corridor into South Fort Myers, Estero, and Bonita Springs, North Fort Myers, some areas of Cape Coral, Iona/McGregor, and Fort Myers Beach. There is also a small transit supportive area based on employment density located in Captiva. The majority of the transit supportive areas are within proximity to some level of existing LeeTran fixed-route service. The transit supportive areas in Lee County that are located outside of LeeTran’s fixed-route service area include TAZs in Captiva, portions of Cape Coral, portions of the Iona/McGregor area, and a small TAZ in Fort Myers just west of I-75 near Ortiz Avenue.

In 2026, several of the TAZs shown as transit supportive in 2017 are anticipated to become more transit supportive. The TAZs are located in North Fort Myers, Fort Myers, Iona/McGregor, and Bonita Springs and within proximity to the LeeTran fixed-route bus service.

When land use planning considers higher usage of public transit the County can focus new development, redevelopment and infill in a manner to support areas that encompass both the TOI populations and densities supportive of public transit usage and thereby increase the efficiency and effectiveness of public transit. In Lee County, the TOI and DTA are coordinated in North Fort Myers, along Iona/McGregor, some areas of Cape Coral and Bonita Springs. When populations dependent on transit services are not located in or near areas of higher employment density or other necessary services, there is an increased burden placed on the transit system to provide connections between these areas to allow access. The services provided to connect the TOI populations with denser areas can be lower performing services because of the travel distances, availability of service, and peripheries with lower density and higher transit propensity. Ideal operational conditions for transit and other alternative modes will have higher population and employment densities and TOI populations in close proximity.

TBEST Modeling Ridership Forecasting

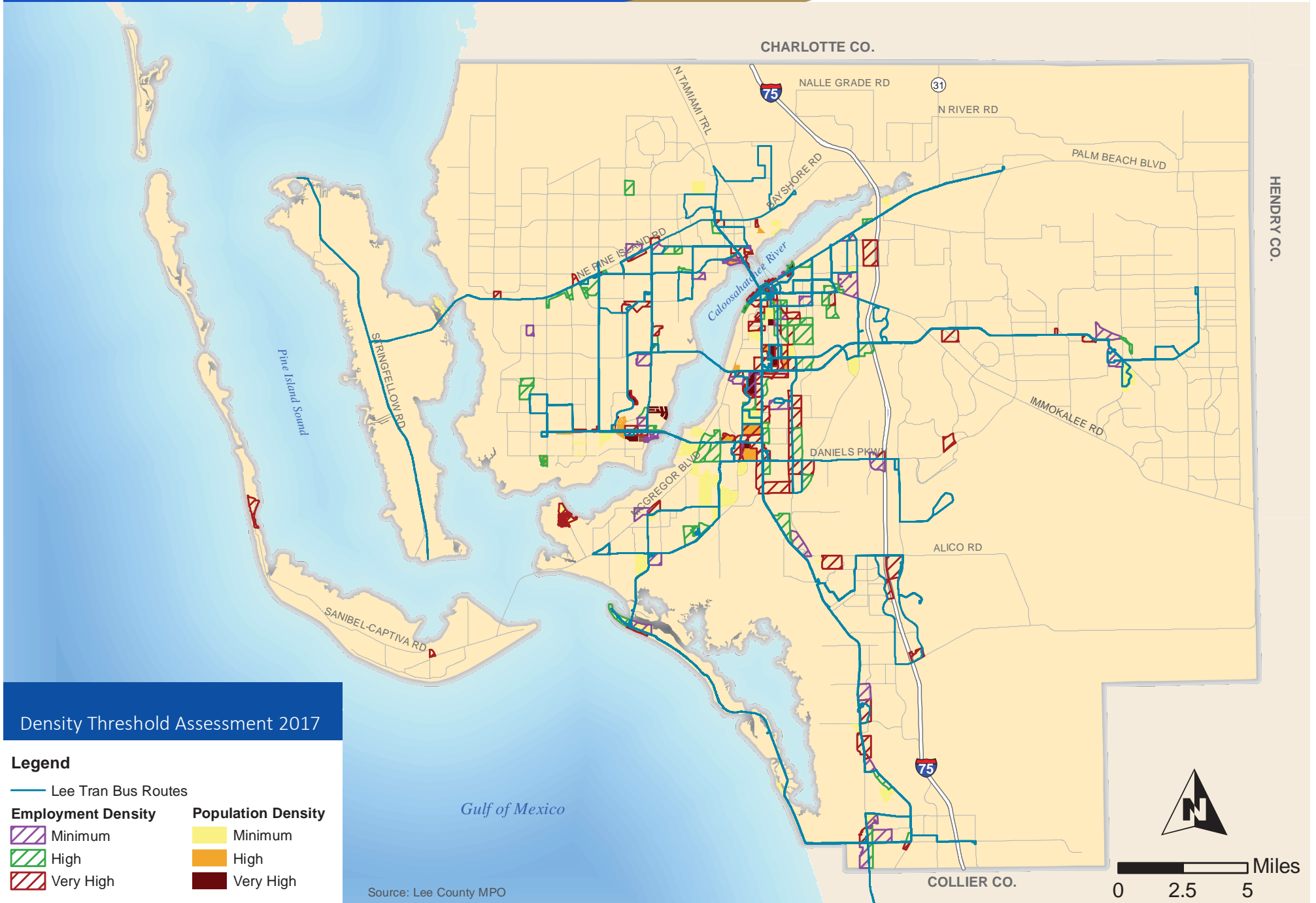
Ridership forecasts were prepared using the latest FDOT-approved transit demand forecasting tool, Transit Boardings Estimation and Simulation Tool (T-BEST), Version 4.2.2. T-BEST is a comprehensive transit analysis and ridership-forecasting model that is capable of simulating travel demand at the individual route level. The software was designed to provide near- and mid-term forecasts of transit ridership consistent with the needs of transit operational planning and TDP development. In producing model outputs, T-BEST also considers the following:

- *Transit network connectivity* – The level of connectivity between routes within a bus network—the greater the connectivity between bus routes, the more efficient the bus service becomes.
- *Spatial and temporal accessibility* – Service frequency and distance between stops—the larger the physical distance between potential bus riders and bus stops, the lower the level of service utilization. Similarly, less frequent service is perceived as less reliable and, in turn, utilization decreases.

- *Time-of-day variations* – Peak-period travel patterns are accommodated by rewarding peak service periods with greater service utilization forecasts.
- *Route competition and route complementarities* – Competition between routes is considered. Routes connecting to the same destinations or anchor points or that travel on common corridors experience decreases in service utilization. Conversely, routes that are synchronized and support each other in terms of service to major destinations or transfer locations and schedule benefit from that complementary relationship.

The following section outlines the model input and assumptions, includes a description of the T-BEST scenario performed using the model, and summarizes the ridership forecasts produced by T-BEST.

LeeTran Transit Development Plan



Density Threshold Assessment 2017

Legend

— Lee Tran Bus Routes

Employment Density

- Minimum
- High
- Very High

Population Density

- Minimum
- High
- Very High

Source: Lee County MPO



LeeTran Transit Development Plan



Model Inputs/Assumptions and Limitations

T-BEST uses various demographic and transit network data as model inputs. The inputs and the assumptions made in modeling the LeeTran system in T-BEST are presented below. The LeeTran model used the recently-released T-BEST Land Use Model structure (TBEST Land Use Model 2016), which is supported by parcel-level data developed from the Florida Department of Revenue (DOR) statewide tax database. The DOR parcel data contains land use designations and supporting attributes that allow the application of Institute of Transportation Engineers (ITE)-based trip generation rates at the parcel level as an indicator of travel activity.

It should be noted, however, that the model is not interactive with roadway network conditions. Therefore, ridership forecasts will not show direct sensitivity to changes in roadway traffic conditions or speeds.

Transit Network

The transit route network for all LeeTran routes was created to reflect 2015 conditions, the validation year for the model. The LeeTran transit network in GTFS format was verified and updated as needed. Data in the network include:

- Current service span
- Existing headways (the frequency at which a bus arrives at a stop—e.g., 1 bus every 60 minutes)
- Passenger travel times on board a bus
- Special generators
- Observed average daily ridership

Demographic Data

The demographics used as the base input for the T-BEST model were derived from Census 2010 geography and population characteristics, ACS Five-Year Estimates (2009–2013), 2014 InfoUSA employment data, and 2013 parcel-level land use data from the Florida DOR. Using the data inputs listed above, the model captures market demand (population, demographics, employment, and land use characteristics) within ¼ mile of each stop.

Population and Employment Growth Rates

T-BEST uses a socio-economic data growth function to project population and employment data. A population growth rate and an employment growth rate were calculated using the ACS Five-Year Estimates (2009-2013). System-wide annual growth rates derived for total population and employment are 2.46 and 0.32 percent, respectively. As indicated previously, population and employment data are hard-coded into the model and cannot be modified by end-users. As applied, the growth rates do not reflect fluctuating economic conditions as experienced in real time.

Special Generators

The special generators were determined to evaluate locations with opportunities for high ridership. LeeTran special generators include the following:

- Malls/Shopping Centers/Super Walmart, including:
 - Edison Mall
 - Bell Tower Shoppes

- Tanger Outlet Mall
- Coconut Point Mall
- Gulf Coast Town Center
- Transfer Centers, including:
 - Rosa Parks Transfer Center
 - Cape Coral Transfer Center
 - Homestead Plaza
- Hospitals, including:
 - Cape Coral Hospital
 - Gulf Coast Hospital
 - Health Park Medical Center
 - VA Clinic
- Universities and Colleges, including:
 - Florida Gulf Coast University
 - Florida SouthWestern State College
- Event Centers and Recreational Parks, including:
 - Harborside Event Center
- Major Government Service Centers, including:
 - Lee County Justice Center
 - Social Security Administration
- Airport
 - Southwest Florida International Airport
- Park & Ride
 - Main Street & South Street

T-BEST Model Limitations

It has long been a desire of FDOT to have a standard modeling tool for transit demand that could be standardized across the state similar to the Florida Standard Urban Transportation Model Structure (FSUTMS) model used by MPOs in developing LRTPs. However, while T-BEST is an important tool for evaluating improvements to existing and future transit services, model outputs do not account for latent demand for transit that could yield significantly higher ridership, and, correspondingly, model outputs may over-estimate demand in isolated cases. In addition, T-BEST cannot display sensitivities to external factors such as an improved marketing and advertising program, changes in pricing service for customers, and other local conditions.

Although T-BEST provides ridership projections at the route and bus stop levels, its strength lies more in its ability to facilitate relative comparisons of ridership productivity. As a result, model outputs are not absolute ridership projections but, rather, are comparative for evaluation in actual service implementation decisions. T-BEST has generated interest from departments of transportation in other states and continues to be a work in progress that will become more useful as its capabilities are enhanced in future updates to the model. Consequently, it is important for LeeTran to integrate sound planning judgment and experience when interpreting T-BEST results.

Ridership Forecast

Using these inputs, assumptions, and actual ridership data, the T-BEST model was validated. Using the validation model as the base model, T-BEST ridership forecasts for this TDP major update with a planning starting year of 2017 and horizon year of 2026, were developed. The generated annual ridership forecasts reflect the estimated level of service utilization if no changes were to be made to any of the fixed-route services.

Table 20 shows the projected number of annual riders by route in 2017 and 2026 as well as average annual ridership growth rates from 2017 to 2026 derived from T-BEST.

Table 20: LeeTran Annual Ridership and Growth Rates with No Improvements, 2017-2026

Route	Annual Ridership, 2017	Annual Ridership, 2026	Absolute Change, 2017–2026	Growth Rate, 2017–2026
Route 5	81,199	99,653	18,454	23%
Route 10	102,141	122,913	20,772	20%
Route 15	85,819	103,038	17,219	20%
Route 20	145,029	164,182	19,153	13%
Route 30	119,475	133,040	13,565	11%
Route 40	57,837	64,783	6,946	12%
Route 50	118,328	135,505	17,177	15%
Route 60	35,612	40,862	5,250	15%
Route 70	192,288	212,332	20,044	10%
Route 80	30,985	35,958	4,973	16%
Route 100	320,057	365,784	45,727	14%
Route 110	245,054	279,349	34,295	14%
Route 120	63,687	72,722	9,035	14%
Route 130	166,155	189,545	23,390	14%
Route 140	1,063,073	1,189,973	126,900	12%
Route 150	42,043	48,613	6,570	16%
Route 160	3,339	3,605	266	8%
Route 240	198,842	223,141	24,299	12%
Route 400	161,333	177,877	16,544	10%
Route 410	360,834	404,027	43,193	12%
Route 490	209,586	229,084	19,498	9%
Route 500	99,340	118,810	19,470	20%
Route 515	56,548	62,618	6,070	11%
Route 590	83,469	92,455	8,986	11%
Route 595	48,016	57,590	9,574	20%
Route 600 (LinC)	121,144	139,051	17,907	15%
Total	4,211,233	4,766,510	555,277	13.19%

*Based on T-BEST model.

Forecast Ridership Analysis Summary

Based on the T-BEST model results shown in Table 20, maintaining the status quo will result in a slight increase in LeeTran transit ridership over time. According to the projections, overall ridership is expected

to increase by 13 percent (from 4,211,233 to 4,766,510 riders) by 2026, an annual growth rate of about 1.3 percent per year. The model results show that the most significant ridership growth in the existing LeeTran network will occur on the following routes within the next 10 years:

- Route 5
- Route 10
- Route 15
- Route 500
- Route 595

For LeeTran to increase its market share for transit, service expansion will need to strategically occur in growing areas. The service improvements identified in this plan, other transit planning efforts, and from the public feedback received combined will provide better transit services for the service area.

Section 8: Goals, Objectives, and Initiatives

Goals and objectives are an integral part of any transportation plan because they provide the policy direction to achieve the community’s vision. The goals and objectives presented in this section were prepared based on the previous LeeTran goals, objectives, and initiatives and were revised to incorporate input from the Review Committee and the public outreach process and to ensure consistency with the direction of other local planning documents. This section presents the draft goals and objectives to support the community’s vision for transit services over the next 10 years.

LeeTran Vision

LeeTran will be the preferred transportation mode in Lee County providing mobility for citizens and visitors increasing the desirability, livability, and sustainability of Lee County.

LeeTran Mission

LeeTran shall operate an efficient and effective transportation system through maintaining and improving transit services that stimulate economic development and strengthen mobility for the transit users.

LeeTran Goals and Objectives

The draft goals and objectives recommended for the 10-year planning horizon are presented in Table 21.

Table 21: LeeTran Goals, Objectives, and Initiatives

Goal 1: Increase the Market Share for Transit	
Objective 1.1	Increase the number of one-way, fixed-route passenger trips by an average of five percent annually, from 3.7 million in FY 2015 to 6.4 million in FY 2026.
Objective 1.2	Meet the fixed-route performance measures included in Objective 43.1 and Policy 43.3.1 in the Lee Comprehensive Plan, which state that the County will maintain operating standards of 14 passengers per revenue vehicle hour, 1.5 passengers per revenue vehicle mile, and farebox revenues at a minimum of 20% of operating expenses.
Initiatives for Objectives 1.1 through 1.2	
Initiative 1.1:	Continue to maintain existing LeeTran service levels.
Initiative 1.2:	Implement new and expanded services prioritized in the Lee MPO LRTP and the LeeTran TDP.
Initiative 1.3:	Implement the performance monitoring program that addresses performance standards for fixed-route service.
Initiative 1.4:	Continue the Marketing and Education Program.
Initiative 1.5:	Expand marketing and educational efforts to local universities and colleges.

Initiative 1.6:	Develop and distribute marketing materials that integrate the opinion and transit needs of community business leaders.
Goal 2: Provide a High Quality of Service	
Objective 2.1	Develop/implement two high-quality premium transit lines, such as express service, as was evaluated in the Lee MPO LRTP and consistent with what comes out of the LRTP and state plans.
Objective 2.2	Continue the ADA compliant bus shelter and transit infrastructure program to coordinate with other agencies and improve transit ridership.
Objective 2.3	Maintain the fleet in a state of good repair.
Objective 2.4	Standardize frequencies on the fixed-route system by 2026 to improve the user experience.
Initiatives for Objectives 2.1 through 2.3	
Initiative 2.1:	Continue to explore and pursue funding opportunities for implementing premium transit services along high-density corridors in Lee County.
Initiative 2.2:	Expand opportunities for multi-modal travel, including express bus service, park-and-ride facilities, and improved bicycle and pedestrian access by implementing the TDP capital improvement plan.
Initiative 2.3:	Complete a park-and-ride study that integrates and supports the MPO LRTP and the 10-Year TDP.
Initiative 2.4:	Operate a fixed-route fleet of vehicles with an average age of less than seven and a half years.
Initiative 2.5:	Continue to collect bus stop data and complete an inventory, assessment, and prioritization of ADA compliant bus stop infrastructure to develop a Passenger Amenities Program by December 2017.
Initiative 2.6:	Continue to implement a bus stop shelter prioritization program.
Goal 3: Build Meaningful Community Partnerships	
Objective 3.1	Support and participate in local and regional economic development and transportation planning efforts, including the Lee MPO LRTP.
Objective 3.2	Conduct a minimum of 50 public outreach and community involvement events each year through 2026.

Objective 3.3	Continue to provide information to passengers through social media, the LeeTran website, and other technologies.
Objective 3.4	Seek partnerships with community organizations to potentially develop transit projects for submittal under the Ladders of Opportunity grant program.
Initiatives for Objectives 3.1 through 3.4	
Initiative 3.1	Continue developing partnerships to ensure long-term viability of public transportation options in Lee County.
Initiative 3.2	Coordinate with the County Planning Department, the Transportation Planning Department, the Sustainability Department, and other appropriate agencies/departments in developing transit-friendly land development regulations.
Initiative 3.3	Continue to coordinate with other transportation planning agencies in the county and region in regard to improving transportation system connectivity and implementation of premium transit services.
Goal 4: Ensure the Long-Term Viability and Stability of the Service	
Objective 4.1	Maintain local support for the LeeTran system consistent with the financial plan in the 2017 TDP Update.
Objective 4.2	Expand revenue base in order to fund TDP service enhancements.
Objective 4.3	Maintain an average operating cost per passenger trip of \$5 or less.
Initiatives for Objectives 4.1 through 4.3	
Initiative 4.1	Submit grant applications/requests for funding available through federal, state, and local sources.
Initiative 4.2	Request financial support from municipalities in Lee County on an annual basis.

The following checklist can be used as a reporting mechanism for the TDP’s annual progress report update and is provided to encourage LeeTran to evaluate its progress toward achieving each goal.

Fiscal Year	2017		2018		2019		2020		2021	
Goal Status	In Progress	Achieved	In Progress	Achieved	In Progress	Achieved	In Progress	Achieved	In Progress	Achieved
Goal 1										
Goal 2										
Goal 3										
Goal 4										

Fiscal Year	2022		2023		2024		2025		2026	
Goal Status	In Progress	Achieved	In Progress	Achieved	In Progress	Achieved	In Progress	Achieved	In Progress	Achieved
Goal 1										
Goal 2										
Goal 3										
Goal 4										

Section 9: Transit Alternatives

This section identifies potential transit improvements developed for the LeeTran TDP based upon public input and technical analyses. The proposed unfunded improvements, or alternatives, for fixed-route service represent transit projects for the future without consideration of funding constraints. These improvements in no way establish a financial commitment for Lee County; they have been developed only for transit planning purposes and do not reflect the actual budget or expenses of LeeTran. Section 10 presents the financial plan to continue and maintain existing service. Implementation of any potential alternative will impact the financial plan by the amounts shown in Tables 22 and 23, in addition to any inflation that may increase costs. The revenue streams identified in the financial plan are also for planning purposes and may not reflect actual funding levels. The current Lee County Commission adopted a continuation budget policy, which provides a commitment that all existing services will be funded by the County. This continuation budget policy will be reviewed and approved on an annual basis, but currently allows the financial plan in Section 10 to present a balanced operating budget. Additional unfunded transit alternatives are presented in Appendix C that would be considered if LeeTran could develop a transit system based solely on transit projects identified by the public or through technical analyses without financial limitations. The additional alternatives not included in this section, but shown in Appendix C, are derived from the Lee MPO LRTP, LeeTran’s 2015 Growing Transit in Lee County vision plan, Collier Area Transit FY 2016 – FY 2025 TDP, and public outreach activities during this TDP process.

The LeeTran TDP transit alternatives consist of improvements to enhance and standardize the existing LeeTran fixed-route frequencies as well as provide transit services to two new areas that are projected to experience future growth. The alternatives reflect transit needs identified by the community and have been developed based on information gathered through the following methods:

- Open-House Style Public Workshops/Discussion Groups – Outreach was geographically dispersed and conducted at several locations around the county to gather input from the public regarding what alternatives should be considered for the next 10 years.
- Transit Surveys – An on-board survey targeting bus passengers was conducted as part of the TDP planning process to obtain input from riders. Surveys from the transit users and non-users during outreach provided additional input. In addition, weekly online survey questions were posted to gather additional input.
- Interviews – Sixteen interviews were conducted with community leaders from different organizations including the Lee County Commission, mayors, city managers, FGCU, and county administration. Interviews were also conducted with bus operators.
- Transit Demand Assessment –An assessment of transit demand and needs was conducted for Lee County. These technical analyses, together with the baseline conditions assessment, performance reviews and situation appraisal conducted previously, were also used in developing the list of transit alternatives by identifying areas that have characteristics shown to be supportive of transit.

Several improvement alternatives were developed and grouped into the following three main categories:

- Service

- Capital/Infrastructure
- Planning/Other

Improvements in each of these categories are summarized below.

Service Improvements

Service improvements include enhancements to existing routes related to frequency, extended service hours, and/or providing more days of service. This also includes service expansion, including new routes for operating in areas not currently served by LeeTran. Potential service improvements, none of which are funded, are summarized below.

Continue Operating Existing Service

The existing fixed-routes should continue to operate throughout Lee County, along with the existing express route connection to Collier County. It is also anticipated that vanpool services will continue over the planning horizon.

Continue Operating the Complementary ADA Paratransit Service

Continue serving the needs of the ADA-eligible residents of Lee County and in compliance with the ADA regulations. At such time, that any proposed fixed-route alternative is implemented, LeeTran is obligated to expand paratransit service in conjunction with the implementation.

Recommended Improvements to Existing Routes

Expanding hours and increasing frequencies on existing bus routes are significant needs identified through the public involvement efforts performed as part of the development of the LeeTran TDP. For any fixed-route service improvement that is considered for implementation that requires the addition of paratransit service, the costs of paratransit service should be estimated at approximately 31 percent of the fixed-route service cost, i.e. if the fixed-route operating cost is \$100,000, the paratransit operating cost should be estimated at \$31,000 for a total operating cost of \$131,000 for the fixed-route and corresponding complementary ADA paratransit service. The additional ADA paratransit service may require the addition of a paratransit vehicle estimated at \$100,000 in FY 2015 dollars. Identified improvements to existing fixed routes include the following:

- **Increase and standardize frequency on selected routes** – Based on comments received during public outreach efforts and direction from the Review Committee, increasing frequencies on the existing routes was identified as the most important improvement to be implemented. Over the next ten years as resources become available and potential efficiencies can be identified, implementing any of the suggested alternatives may come to fruition; however if funding is not secured these improvements may occur outside of the planning horizon or not be implemented. In addition, it was agreed that the current fixed-route frequencies should be standardized throughout the day to improve the ease of use and understanding of the fixed-route schedules. The following routes are recommended for frequency adjustments.
 - *Route 5 – Increase frequency to 60 minutes during the week and Saturday*
 - *Route 10 – Increase frequency to 60 minutes*
 - *Route 15 – Increase frequency to 45 minutes*

- *Route 40 – Increase frequency to 60 minutes during the week and Saturday*
- *Route 50 – Increase frequency to 30 minutes during the week and Saturday and 60 minutes on Sundays*
- *Route 60 – Increase frequency to 30 minutes during the peak and 60 minutes during the off-peak*
- *Route 70 – Increase frequency to 30 minutes*
- *Route 100 – Increase frequency to 25 minutes during the week and 45 minutes on Saturday and Sunday*
- *Route 120 – Increase frequency to 60 minutes*
- *Route 130 – Increase frequency to 45 minutes during the week and 90 minutes on Saturday*
- *Route 140 – Increase frequency to 20 minutes during the week and 45 minutes on Sunday*
- *Route 150 – Increase frequency to 60 minutes*
- *Route 240 – Increase frequency to 30 minutes*
- *Route 400 – Increase frequency to 30 minutes*
- *Route 410 – Increase frequency to 30 minutes*
- *Route 490 – Increase frequency to 30 minutes*
- *Route 590 – Increase frequency to 60 minutes on Sunday*
- **Add Sunday service**
 - *Route 5*
 - *Route 10*
 - *Route 30*
 - *Route 40*
 - *Route 60*
 - *Route 130*
- **Extend evening hours**
 - *Route 120 – Extend weekday and Saturday hours to 10PM and Sunday hours to 7:25PM*
 - *Route 600 – Extend weekday and Saturday hours to 10PM and Sunday hours from 6AM to 6:30PM*
- **Add additional trips** – Extended service on the following routes.
 - *Route 60 – Add one additional trip in the morning*
 - *Route 240 – Add one additional morning and evening trip*
- **Realign Route 140** – Revise Route 140 to terminate at Bell Tower Shoppes on weekdays and Saturdays. This would eliminate duplication between the Route 140 and 240 during the weekday and Saturday. The Route 140 will continue to Coconut Point Mall only on Sunday when the Route 240 is not in operation, consistent with the existing Sunday schedule.

New Service Expansions

- **Implement Express Bus Service** – Two express bus services are potential alternatives identified during the development of this TDP. The express bus services could provide peak-hour

connectivity between Fort Myers and Lehigh Acres and Fort Myers and Cape Coral. The Cape Coral Express could operate at 20 minute frequency during the peak hours, while the Lehigh Acres route could operate at 30 minute frequencies during the peak, at such time that funding is secured to advance either improvement. With implementation of express service, the corridors should also be reviewed for potential infrastructure improvements to help improve access to transit.

Capital/Infrastructure Improvements

Capital and infrastructure improvements refer to priorities not related directly with service delivery, for example, vehicles are treated as an upfront capital investment. Potential capital improvements include the following:

- **Continue Vehicle Replacement and Acquisition** – Vehicle replacement and acquisition are important components of transit capital and can affect system effectiveness and quality of service. LeeTran has made recent upgrades to its fleet decreasing the average age of the fleet from eight in 2010 to four in 2014. Assuming a vehicle useful life of twelve years or 500,000 miles for buses and five years or 200,000 miles for paratransit vehicles, and four years or 100,000 miles for other vehicle types, LeeTran will need to replace a significant portion of its existing fleet during the ten year horizon of this TDP. In addition, with any proposed increase in service frequency on routes and new express route service identified in Table 22, LeeTran will need to plan accordingly to have a bus acquisition program to support any improvements. Vehicles should be purchased equipped with the technologies employed by LeeTran at that time, such as farebox, Automatic Passenger Counters (APCs), and Automatic Vehicle Locator (AVL) technology. It is important to note that vehicle technologies are evolving rapidly and technologies should be reassessed prior to making the investment decision at that point in the future. Only replacement vehicles are included in Table 25 to support existing service. If funding is secured for a transit improvement the vehicle cost related to that improvement would also need to be identified and secured as appropriate in advance of implementation.
- **Expand and improve bus stop infrastructure** – LeeTran should continue to improve infrastructure at bus stops, including benches, shelters, bicycle storage facilities, and other infrastructure. This will not only improve the existing rider’s experience at bus stops, but also be attractive to potential riders. Bus stop infrastructure above existing budgetary levels will need to be accompanied by an appropriate funding source to advance. Federal and state funding are the primary sources for bus stop infrastructure improvements, but local matching funds may be necessary.
- **Improve bus stop safety and ADA accessibility** – Improvements can be implemented to improve safety, ADA accessibility, connectivity to the pedestrian network, and use of the LeeTran bus system. Bus stop safety and accessibility improvements above existing budgetary levels will need to be accompanied by an appropriated funding source to advance.
- **Establish park-and-ride lots** – Park-and-ride facilities provide collection points for travelers to transfer from auto to transit or between autos (from a single-occupant vehicle to a carpool or

vanpool). When conveniently located and carefully planned and implemented, park-and-ride facilities are integrated into the overall transportation network and can encourage a shift from single-occupant vehicles to transit or other alternative modes. Based on public input and a review of the recently adopted 2040 LRTP, the potential locations below were identified for developing park-and-ride facilities.

- Lehigh Acres – Near Homestead Plaza
- South Fort Myers – Near Daniels Parkway and Tamiami Trail
- North Fort Myers – Near Shell Factory and Nature Park and US 41
- Airport – Near Daniels Parkway/Southwest of Immokalee Road
- **Technology improvements** –The following technology improvements were identified for LeeTran as part of this TDP effort:
 - Fare Technology – Upgrades to the fare payment system, including new fareboxes that accept mobile fare payments and the associated back office technology.
 - Automatic Vehicle Locator – LeeTran is working with FDOT to advance transit signal priority (TSP) and queue jump projects along San Carlos Boulevard and US 41. In coordination with these projects, LeeTran will equip its entire fleet with AVL technology.

Planning/Other

Other potential improvements include various general regulatory, compliance, or general-business related activities that are not necessarily route-specific or capital-related. These additional improvements include the following:

- **Queue Jump and TSP Projects** - The Lee County MPO completed a study to review transit enhancement issues and is working with FDOT to advance a transit signal priority/queue jump project along San Carlos Boulevard to the beach from Summerlin Road. The project will use the existing bus only lane on the bridge to address seasonal traffic congestion. This project is planned for 2021. LeeTran is also pursuing a similar project along US 41 and College Parkway. At this time, LeeTran is trying to advance the project implementation date to 2017.
- **Major TDP Update** – FDOT requires that a TDP undergo a major update for the fifth year. In addition, FDOT requires that TDP progress reports are submitted annually.
- **Bus Stop Inventory and Assessment** – LeeTran should continue collecting bus stop data to develop an inventory and prioritize ADA bus stop improvements along corridors.
- **Evaluate Fare Policy** – The existing fare structure should be assessed from time to time to ensure that LeeTran is maintaining its farebox recovery ratio and that the fares are consistent with the fares of other similar transit agencies.
- **Development Review Considerations** – LeeTran should coordinate with county departments to determine and document LeeTran’s role in the development review process and the densities and intensities that would be required to support transit if development were to occur in an area without existing or planned transit service.

- **Compliance Planning Activities** – LeeTran must comply with FTA regulations and must update Title VI, Disadvantaged Enterprise Program, and Equal Employment Opportunity programs every three years, so at least three updates to each of these programs will be required over the 10-year planning horizon.
- **Operational Studies** – LeeTran from time to time may conduct planning studies such as comprehensive operations analyses for paratransit and fixed-route services to ensure these services are being supplied in the most efficient and effective manner. Market research studies may also be effective for increasing partnerships throughout the community and gaining information that could provide direction for future marketing efforts.

Based on the alternatives included in this section, Table 22 presents the Proposed TDP and Public / Stakeholders Recommended Enhancements, including funded and unfunded needs. All service improvements above the existing level of service will remain unfunded unless additional revenue streams are identified. Table 23 presents the Proposed TDP Capital Improvements that were identified through the planning process. It is important to note that the priorities listed in Tables 22 and 23 are subject to the approval of available funding. If alternative revenue sources are identified for the implementation of any improvement included in this section or presented in the appendices of this TDP, that improvement may be advanced for implementation based on the discretion and priorities set by the Lee County Commission.

Map 11 illustrates the Proposed TDP and Public / Stakeholder Recommended Enhancements identified in Tables 22 and 23 of this TDP.

Ridership Projections

As mentioned previously, TBEST is required by legislation and is the FDOT-approved transit demand forecasting tool for TDPs. TBEST was used to project the ridership for the alternatives described in the this section as of the TDP horizon year 2026. TBEST uses network connectivity, spatial, and temporal accessibility, time-of-day variations, and route competition to project ridership. Population projections are also considered; however, land uses are not taken into account in TBEST. While TBEST is a useful tool, it is important to note that its strength lies in comparative projections, not absolute projections. It is unlikely that the projections provided represent actual ridership to be attained. TBEST also experiences difficulty projecting ridership for beach routes due to their tourist oriented use. It is more likely that the estimates project relative ridership amounts between routes. TBEST is most accurate with shorter, local routes; its accuracy diminishes with longer express routes. As a result, caution and professional judgement should be used when considering the absolute ridership projections resulting from the TBEST model. In additional, as service levels increase or new service is introduced some routes may experience ridership decreases because patrons have more service options. TBEST continues to be a work in progress and will become more and more useful as its full limitations are addressed in future updates to the model.

Table 24 provides TBEST projections for 2017 and 2026, the base and horizon years of implementation under this TDP. The ridership projections in Table 24 assume implementation of all service improvements irrespective of funding availability.

Table 22: Ten-Year Proposed TDP and Public / Stakeholder Recommended Enhancements

Service Type/Mode	Description	Annual Operating Cost (2015 Dollars)	Funding Status	10-Year Vehicle Needs
Maintain Existing Fixed Route Service				
Bus Service	Maintain Existing Fixed Route and LinC Service	\$16,842,768	Funded	62
Maintain Paratransit Service				
ADA Paratransit Service	Maintain Existing ADA Paratransit Service	\$5,143,419	Funded	90
Maintain Vanpool Service				
Vanpool Service	Maintain Vanpool	\$215,598	Funded	Varies based on demand
Fixed Route / Fixed Guideway Recommended Improvements				
Alternative 1: Lehigh Express Route SR 82 to Lee Blvd to Homestead	Add New Service	\$726,257	Unfunded	4
Alternative 2: Cape Coral Express Route Chiquita Blvd to Rosa Parks	Add New Service	\$680,866	Unfunded	4
Route 140: Terminate at Bell Tower Shoppes weekdays and Saturdays	Route Realignment	\$0	N/A	0
Route 100, increase weekday frequency to 25 minutes	Increase Frequency	\$287,779	Unfunded	1
Route 240 extend hours Monday - Saturday (5AM-11:12PM), 30-minute frequency	Increase Hours of Service	\$512,415	Unfunded	2
Route 400 increase frequency to 30 minutes	Increase Frequency	\$313,225	Unfunded	0
Route 410 increase frequency to 30 minutes, when not operating at 15 minutes	Increase Frequency	\$255,191	Unfunded	1
Route 490 increase frequency to 30 minutes, when not operating at 15 minutes	Increase Frequency	\$138,228	Unfunded	1
Route 60 earlier service on weekdays 5:20 AM-9:45PM and 6:05AM-8:20PM Saturday	Increase Hours of Service	\$27,431	Unfunded	0

Route 120 extend hours to 10PM weekday/Saturday and 7:25PM on Sunday	Increase Hours of Service	\$32,078	Unfunded	0
Route 60 increase frequency to 30 minutes peak (weekday), 60 minutes off-peak (Monday - Saturday)	Increase Frequency	\$496,961	Unfunded	1
Route 70 increase frequency to 30 minutes Monday – Sunday	Increase Frequency	\$952,033	Unfunded	1
Route 100 increase frequency to 25 minutes Saturday/Sunday	Increase Frequency	\$231,039	Unfunded	0
Route 140 increase frequency to 20 minutes, if not at 15 minutes weekday/Saturday	Increase Frequency	\$154,986	Unfunded	1
Route 140 increase frequency to 45 minutes on Sunday service	Increase Frequency	\$151,865	Unfunded	0
Route 5 increase frequency to 60 minutes weekday/Saturday	Increase Frequency	\$315,459	Unfunded	1
Route 60 new Sunday Service, 60- minute frequency	Expand Service	\$72,947	Unfunded	0
Route 10 increase frequency to 60 minutes weekday/Saturday	Increase Frequency	\$219,450	Unfunded	1
Route 120 increase frequency to 60 minutes weekday/Saturday	Increase Frequency	\$438,899	Unfunded	1
Route 50 increase frequency to 30 minutes weekday/Saturday	Increase Frequency	\$587,877	Unfunded	2
Route 590 increase frequency to 60 minutes Sunday	Increase Frequency	\$46,463	Unfunded	0
Route 30 add Sunday service, 6AM-6PM, 60-minute frequency	Expand Service	\$91,533	Unfunded	0
Route 10 add Sunday service, 6AM-7PM , 60-minute frequency	Expand Service	\$67,836	Unfunded	0

Route 130 increase frequency to 45 minutes on weekday	Increase Frequency	\$317,737	Unfunded	2
Route 130 increase frequency to 90 minutes on Saturday	Increase Frequency	\$52,093	Unfunded	0
Route 15 increase frequency to 45 minutes	Increase Frequency	\$264,640	Unfunded	1
Route 50 increase frequency to 60 minutes on Sunday	Increase Frequency	\$48,250	Unfunded	0
Route 130 add Sunday service, 6:26AM-8:30PM, 90-minute frequency	Expand Service	\$68,766	Unfunded	0
Route 600 increase frequency to 60 minutes Monday - Saturday, extend service to 10PM weekday/Saturday	Increase Frequency	\$576,056	Unfunded	0
Route 600 extend Sunday hours (6AM-6:30PM)	Increase Hours of Service	\$18,585	Unfunded	0
Route 150 increase frequency to 60 minutes all day (Monday-Sunday)	Increase Frequency	\$327,727	Unfunded	1
Route 40 add Sunday service (9AM-6:30PM), 60-minute frequency	Expand Service	\$78,988	Unfunded	0
Route 40 increase frequency to 60 minutes Monday-Saturday	Increase Frequency	\$702,856	Unfunded	2
Route 5 add Sunday service (7AM-6PM), 60-minute frequency	Expand Service	\$55,291	Unfunded	0
Other Service Improvements				
ADA Paratransit Service	ADA Service for New/Expanded Service	\$312,890	Unfunded	Based on service expansion
Van Pool Service	Add New Service	\$117,387	Unfunded	Varies based on demand
Non-service Related Operating				
Miscellaneous Operational and Planning Studies	Various	\$150,000	Funded	N/A

Table 23: Ten-Year TDP Capital Implementation Plan

Capital Needs	Unit Cost (2015 Dollars)	10-Year Plan	Total Cost 10- Year Plan	Funding Status
Vehicle Requirements				
Maintain Existing Services				
Replacement Buses - Maintain Existing Service	\$650,000	52	\$38,653,166	Funded
Spare Buses	\$650,000	10	\$7,381,681	Funded
Replacement Paratransit Vans - Maintain Existing Service	\$100,000	66	\$7,525,968	Funded
Spare Paratransit Vans	\$100,000	24	\$2,756,735	Funded
Replacement Support Vehicles - Maintain Existing Service	\$25,000	38	\$1,110,579	Funded
Maintain Existing Vanpool Service – Capitalized Lease Related Expenses	\$30,000	N/A	\$168,410	Funded
Total Existing Service Capital Vehicles		190	\$57,596,538	Funded
New Service Capital				
Expansion Buses - New Service	\$650,000	18	Varies based on service implementation	Unfunded
Paratransit Vans - New Service	\$100,000	N/A	Varies based on service implementation	Unfunded
Support Vehicle Cars - New Service	\$25,000	11	Varies based on service implementation	Unfunded
Vanpool vehicles - New Service	\$30,000	N/A	Varies based on service implementation	Unfunded
Total New Service Capital Vehicles		N/A	Varies based on service implementation	Unfunded

Other Transit Infrastructure				
Amenities Program (Stop Signs, Benches, Shelters, Trash Receptacles)	\$50,000	N/A	\$4,021,987	Funded
ITS Improvements	\$500,000	N/A	\$5,874,999	Funded
Park-and-Ride Lots	\$3,000,000	4	\$13,777,075	Funded
Existing Transfer Point Upgrade	\$6,000,000	2	\$13,314,443	Funded
New Transfer Point	\$10,000,000	2	\$23,456,959	Funded
ADA Compliance Improvements	\$25,000	N/A	\$1,135,643	Funded
Hardware/Software	\$50,000	N/A	\$567,822	Funded
Miscellaneous Capital	\$25,000	N/A	\$283,911	Funded
Total Other Transit Infrastructure		N/A	\$62,432,839	Funded
Grand Total 10-Year Capital Cost		N/A	\$120,029,377	Varies

LeeTran Transit Development Plan



Table 24: TBEST Ridership Projections – Proposed Improvements

Route	Annual Ridership, 2017	Annual Ridership, 2026	Absolute Change, 2017-2026	Growth Rate, 2017-2016
Route 5	81,199	117,869	36,670	45%
Route 10	102,141	151,855	49,714	49%
Route 15	85,819	122,387	36,568	43%
Route 20	145,029	171,350	26,321	18%
Route 30	119,475	152,423	32,948	28%
Route 40	57,837	80,433	22,596	39%
Route 50	118,328	220,875	102,547	87%
Route 60	35,612	51,555	15,943	45%
Route 70	192,288	319,581	127,293	66%
Route 80	30,985	37,124	6,139	20%
Route 100	320,057	428,588	108,531	34%
Route 110	245,054	284,484	39,430	16%
Route 120	63,687	82,836	19,149	30%
Route 130	166,155	246,955	80,800	49%
Route 140	1,063,073	1,626,590	563,517	53%
Route 150	42,043	53,083	11,040	26%
Route 160	3,339	4,426	1,087	33%
Route 240	198,842	264,370	65,528	33%
Route 400	161,333	226,093	64,760	40%
Route 410	360,834	432,153	71,319	20%
Route 490	209,586	228,643	19,057	9%
Route 500	99,340	131,437	32,097	32%
Route 515	56,548	63,062	6,514	12%
Route 590	83,469	97,416	13,947	17%
Route 595	48,016	64,815	16,799	35%
Route 600 (LinC)	121,144	177,202	56,058	46%
Cape Coral Express	-	14,664	14,664	100%
Lehigh Express	-	9,586	9,586	100%
Totals	4,211,233	5,861,855	1,650,622	39%

Section 10: Financial Plan

This section of the TDP presents the capital and operating costs associated with maintaining existing service levels over the 10-year TDP planning timeframe and does not include unfunded transit alternatives identified in Section 9. Based on the current funding constraints, unfunded transit improvements included in Section 9 will not be implemented without securing additional revenue sources. A new funding source would need to be identified and secured to fund the operating and capital costs associated with any improvements other than maintaining the current level of service. The 10-year financial plan shown in Table 25 provides a summary level overview of the operating costs for the 10-year period totaling approximately \$264 million and the capital expenditures totaling approximately \$120 million. Revenues included in Table 25 are based on the assumptions identified below and may in reality be less than estimated. Based on the continuation budget policy revenues are shown to cover expenses. The capital expenditures are slightly less than capital revenue; but this may change based on agency capital priorities, actual costs at the time of purchase, and the direction of the Lee County Commission. Unlike operating revenues that are finalized at the end of a fiscal year, capital funding can be carried over year over year to support ongoing capital purchases. There is a greater level of federal participation in funding capital needs. Based on the revenue assumptions there will be an approximately \$30,000 surplus in funding capital expenditures over the 10-year planning period.

While the unfunded alternatives included in Section 9 of this plan, focus on improvements to the existing routes with the goal of enhancing service and ridership growth, additional transit needs that would encompass the ultimate vision for transit in Lee County have been identified through the TDP development process and are included in the appendices.

Ten-Year TDP Financial Plan

Numerous assumptions were made to project public transportation costs and revenues for the time period from FY 2017 through FY 2026. The assumptions made for operating and capital costs and revenues for service are based on a variety of factors, including NTD data, trend data, previous plans, and discussions with LeeTran staff. These assumptions are summarized below.

Cost Assumptions

- Existing operating cost are based on FY 2015 NTD hourly rates by mode and are escalated to FY 2017, the starting year of this TDP multiplied by the actual revenue hours of service provided. Each year thereafter costs are escalated by a three percent inflation rate based on the bureau of labor statistics consumer price index change in inflation levels for operating cost. The FY 2015 modal costs per revenue hour are listed below.
 - Fixed-route bus \$86.75
 - Demand response paratransit \$68.81
 - Vanpool \$27.60
- Cost for route operations is based on LeeTran operating days in FY 2017, taking into account the six holidays LeeTran does not operate and adjusted based on whether service is provided weekdays, Saturdays, Sundays, or seasonally.
- Additional expenses included in the operating costs are planning level studies that LeeTran may undertake directly or in coordination with the Lee County MPO. Marketing studies and other compliance related operating costs are also included at a base year rate of \$150,000 and escalated

annually at three percent. Some of the planning activities may be diverted due to funding constraints or advanced based on LeeTran needs. Grant funding may be available to assist with planning costs based on the nature of the study.

- Capital expenditures are based on a combination of industry costs for recent purchases of similar capital infrastructure and LeeTran previous and budgeted purchases of these items and are escalated to the purchase year by a rate of 2.3 percent inflation rate based on the bureau of labor statistics consumer price index change in inflation levels for capital.
- The number of replacement buses is determined based on FTA guidelines for vehicle retirement. Costs for fixed-route and paratransit vehicles are based on recent vehicle purchase data from various sources. This plan utilizes an average unit cost of \$650,000 for fixed-route replacement vehicles for local bus service, \$100,000 for replacement of paratransit vehicles, a flat rate of expenditures related to capitalization of vanpool vehicle leasing, and \$25,000 for replacement support vehicles. It should be noted that cleaner fuel buses and vehicles tend to cost more, denoting the higher price of fixed-route bus vehicles. The cost of the vehicle includes all technological upgrades and operating components such as bike racks, fareboxes, video cameras, Automatic Passenger Counters (APCs), and Automatic Vehicle Locators (AVLs), and mobile data communication units.
- The capital costs also include a unit costs of \$50,000 in annual infrastructure improvements for bus passenger amenities (bike racks, shelters, signs and benches). It is estimated that improvements of this type will be completed annually, with improvements estimated over the course of the TDP totaling \$4.0 million, to include annual inflation of 2.3 percent each year.
- ITS improvements are needed periodically throughout the planning timeframe based on projects in the work program and maintaining LeeTran with industry standards for technology. The unit cost for ITS improvements is estimated at \$500,000 per unit, with the initial year of the TDP including \$3.2 million in ITS improvements for farebox upgrades. Capital escalation of 2.3 percent is included on outer year ITS improvements.
- There are four park-and-ride lot projects included in the financial plan with a unit cost of \$3 million per unit based on the public outreach input and alternatives identified in Section 9. Outer year cost include capital escalation. The \$3 million total may not cover the full cost of the park-and-ride lot construction based upon land pricing and size of the lot, but will provide funds for initial study and moving forward with securing these facilities over the 10-year planning horizon. LeeTran may partner with other agencies to fund future park-and-ride lots.
- Upgrades to two existing transfer points are estimated over the planning horizon with a base year cost of \$6 million and escalation applied for future year improvements. FY 2018 of the TDP includes funding of approximately \$6.3 million for upgrades to the Rosa Parks Transfer Center. An additional transfer center increase was included for upgrade to any of LeeTran’s other existing transfer centers.
- As patronage and service-related needs increase, there may be a need for additional transfer centers. It is estimated that constructing a new transfer center would be higher than improvement to existing facilities; therefore, new transfer centers are estimated at a FY 2015 unit cost of \$10 million with capital escalation applied to outer years. Transfer centers are planned for FYs 2022 and 2024 but may occur earlier or later in the planning horizon based on actual needs of LeeTran and the direction of the Lee County Commission. These additional transfer centers

based on funding and local needs and direction may also occur after the planning horizon of this TDP.

- To assist with bringing existing infrastructure up to compliance through the addition of bus pads, audible announcements, or other ADA-related infrastructure a unit cost of \$25,000 and a total of \$1.1 million over the 10-year planning period has been estimated. Annual inflation of 2.3 percent has also been included in the total.
- Hardware and software technology improvements, along with other miscellaneous capital improvements that may occur during FYs 2017 – 2026 are estimated to total approximately \$852,000 over the 10-year timeframe.

Revenue Assumptions

- Federal, state and local revenues identified in the Lee County MPO TIP for FYs 2017 – 2021 have been included as revenue for both operating and capital.
- LeeTran FY 2017 Preliminary Budget was utilized to calculate local funding levels for operating assistance beyond that shown in the TIP for FY 2017 and grown by a two percent inflation rate each year thereafter.
- Farebox revenues for existing service are based on the overall farebox recovery achieved in FY 2015 as reported to the NTD and represents 17 percent of the existing service operating costs. While it is recommended that LeeTran consider a fare increase periodically throughout the TDP horizon year, farebox revenue was not arbitrarily increased to account for fare increases.
- Federal Section 5307 urbanized area formula funds can be used for operating expenses and capital expenditures. LeeTran has been trending approximately 37 percent usage of these funds for operating related activities such as planning and preventative maintenance activities, with the remaining funds used as capital. While LeeTran may choose to utilize more funding for operations, diverting funds from capital purchases can lead to older vehicles due to delayed purchase of replacement vehicles based on funding availability. This could in turn increase maintenance related operating cost. The same effect would occur if these funds were not available for infrastructure and technology improvements. Section 5307 funding is based on the Lee County MPO TIP through FY 2021 and escalated by two percent each year after.
- Section 5305d planning funds are based on the Lee County MPO TIP through FY 2019 and escalated by two percent each year thereafter.
- Section 5311 Rural and Small Areas operating assistance has been included based on the Lee County MPO TIP through FY 2021 and estimated to grow by 2 percent for the remainder of the planning horizon.
- Federal Section 5339 urban area capital assistance, other federal funding to include discretionary sources and surface transportation funds, and FDOT capital contributions from various sources such as the State Infrastructure Bank and district direct sources, and local capital contributions are included through FY 2021 based on the Lee County MPO TIP and grown by two percent each year afterward.
- FDOT block grant funding is based on the Lee County MPO TIP through FY 2021 and increased by 2 percent afterward.
- FDOT corridor and trolley funding is based on the Lee County MPO TIP for FY 2017 and increased by two percent thereafter.

- FDOT service development grant funds are based on the Lee County MPO TIP through FY 2019. No additional funding is assumed for service development grant funding due to this program's competitive and discretionary nature.
- Additional Lee County funding is estimated to cover any shortage in revenue for the provision of existing service based on the continuation budget policy. The Lee County Commission may at any time change this budgetary policy. If a continuation budget policy is not supported in any year, additional funding may be needed to maintain existing service or service modifications may be required.

Additional revenue sources will be required to support any of the unfunded improvements. Potential funding sources are identified below for staff to review and secure as appropriate, at the direction of Lee County leadership, for implementation of any future improvement. Actual revenue to fund the unfunded alternatives may be secured for these activities from any individual or combination of local, state, and federal sources, private contributions, or innovative financing techniques. When revenue is secured, proceeding with implementation of any listed service or improvement can occur.

Table 25: LeeTran 10-Year Transit Costs and Revenue Summary

Cost/Revenue	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	10-Year Total
Costs											
Operating Costs											
Maintain Existing Service	\$ 22,867,838	\$ 23,553,873	\$ 24,260,489	\$ 24,988,304	\$ 25,737,953	\$ 26,510,092	\$ 27,305,394	\$ 28,124,556	\$ 28,968,293	\$ 29,837,342	\$ 262,154,133
Other Operating and Planning Expenses	\$ 154,500	\$ 159,135	\$ 163,909	\$ 168,826	\$ 173,891	\$ 179,108	\$ 184,481	\$ 190,016	\$ 195,716	\$ 201,587	\$ 1,771,169
Total Operating Costs	\$ 23,022,338	\$ 23,713,008	\$ 24,424,398	\$ 25,157,130	\$ 25,911,844	\$ 26,689,199	\$ 27,489,875	\$ 28,314,572	\$ 29,164,009	\$ 30,038,929	\$ 263,925,303
Capital Costs											
Replacement Vehicles	\$ 2,895,090	\$ 7,011,744	\$ 5,117,464	\$ 5,202,309	\$ 4,011,079	\$ 5,616,295	\$ 6,718,682	\$ 6,837,226	\$ 7,031,295	\$ 7,155,355	\$ 57,596,538
Other Transit Capital (Infrastructure, Amenities, Technology, Misc.)	\$ 3,554,925	\$ 10,439,127	\$ 1,043,834	\$ 1,067,842	\$ 532,196	\$ 15,444,810	\$ 11,696,134	\$ 12,744,829	\$ 5,061,796	\$ 847,345	\$ 62,432,839
Total Capital Costs	\$ 6,450,015	\$ 17,450,871	\$ 6,161,298	\$ 6,270,151	\$ 4,543,275	\$ 21,061,105	\$ 18,414,816	\$ 19,582,055	\$ 12,093,091	\$ 8,002,700	\$ 120,029,377
Total Operating and Capital Costs	\$ 29,472,353	\$ 41,163,879	\$ 30,585,696	\$ 31,427,282	\$ 30,455,119	\$ 47,750,304	\$ 45,904,691	\$ 47,896,626	\$ 41,257,100	\$ 38,041,629	\$ 383,954,680
Revenues											
Operating Revenues											
Federal											
Section 5305d for Operating	136,120	136,120	136,120	138,842	141,619	144,452	147,341	150,287	153,293	156,359	1,440,554
Section 5307 for Operating	2,246,508	2,246,508	2,246,508	2,134,953	2,118,315	2,160,682	2,203,895	2,247,973	2,292,933	2,338,791	22,237,067
Section 5311 for Operating	200,584	200,584	200,584	200,584	184,582	188,274	192,039	195,880	199,797	203,793	1,966,702
State											
FDOT State Block Grant	1,844,306	1,939,181	2,003,200	2,103,360	2,184,282	2,227,968	2,272,527	2,317,978	2,364,337	2,411,624	21,668,762
FDOT Corridor and/or Trolley Funding	1,647,387	1,680,334	1,713,941	1,748,220	1,783,184	1,818,848	1,855,225	1,892,329	1,930,176	1,968,780	18,038,425
FDOT Service Development Grant	165,133	165,133	165,134	-	-	-	-	-	-	-	495,400
Local											
Existing Local Funds	12,894,768	13,152,663	13,415,717	13,684,031	13,957,712	14,236,866	14,521,603	14,812,035	15,108,276	15,410,441	141,194,112
Lee County Continuation Budget Needs	-	188,326	418,911	899,128	1,166,698	1,405,395	1,655,328	1,916,914	2,190,587	2,476,792	12,318,079
Other											
Existing Farebox Revenues	3,887,532	4,004,158	4,124,283	4,248,012	4,375,452	4,506,716	4,641,917	4,781,175	4,924,610	5,072,348	44,566,203
Total Operating Revenues	\$ 23,022,338	\$ 23,713,008	\$ 24,424,398	\$ 25,157,130	\$ 25,911,844	\$ 26,689,199	\$ 27,489,875	\$ 28,314,572	\$ 29,164,009	\$ 30,038,929	\$ 263,925,303
Capital Revenues											
Section 5307 Funds	3,891,324	3,891,324	3,891,324	3,698,093	3,669,273	3,742,659	3,817,512	3,893,862	3,971,740	4,051,174	38,518,287
Section 5339 Funds	678,443	678,443	678,443	564,014	572,337	583,784	595,459	607,369	619,516	631,906	6,209,714
Other Federal Capital Funds (SU, STP, SIS, Discretionary, etc.)	3,000,000	6,000,000	-	3,000,000	3,000,000	3,060,000	3,121,200	3,183,624	3,247,296	3,312,242	30,924,363
FDOT Capital Contributions	1,775,085	4,495,708	2,290,211	1,760,542	1,760,542	1,795,753	1,831,668	1,868,301	1,905,667	1,943,781	21,427,258
Existing Local Capital Contributions	1,944,696	4,665,319	2,459,822	1,901,546	1,903,626	1,941,699	1,980,532	2,020,143	2,060,546	2,101,757	22,979,686
Total Capital Contributions	\$ 11,289,548	\$ 19,730,794	\$ 9,319,800	\$ 10,924,195	\$ 10,905,778	\$ 11,123,894	\$ 11,346,372	\$ 11,573,299	\$ 11,804,765	\$ 12,040,861	\$ 120,059,308
Total Operating and Capital Revenues	\$ 34,311,887	\$ 43,443,802	\$ 33,744,199	\$ 36,081,325	\$ 36,817,623	\$ 37,813,093	\$ 38,836,247	\$ 39,887,871	\$ 40,968,774	\$ 42,079,790	\$ 383,984,610
Total Operating and Capital Costs	\$ 29,472,353	\$ 41,163,879	\$ 30,585,696	\$ 31,427,282	\$ 30,455,119	\$ 47,750,304	\$ 45,904,691	\$ 47,896,626	\$ 41,257,100	\$ 38,041,629	\$ 383,954,680
Total Operating and Capital Revenues	\$ 34,311,887	\$ 43,443,802	\$ 33,744,199	\$ 36,081,325	\$ 36,817,623	\$ 37,813,093	\$ 38,836,247	\$ 39,887,871	\$ 40,968,774	\$ 42,079,790	\$ 383,984,610
Total Operating Surplus/Shortfall	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0
Total Capital Surplus/Shortfall	\$ 4,839,533	\$ 2,279,923	\$ 3,158,502	\$ 4,654,044	\$ 6,362,503	\$ (9,937,211)	\$ (7,068,444)	\$ (8,008,755)	\$ (288,326)	\$ 4,038,161	\$ 29,930
Overall Annual Surplus/Shortfall	\$ 4,839,534	\$ 2,279,923	\$ 3,158,502	\$ 4,654,044	\$ 6,362,503	\$ (9,937,211)	\$ (7,068,444)	\$ (8,008,755)	\$ (288,326)	\$ 4,038,161	\$ 29,931

Potential Revenue Sources

For LeeTran to move forward with the 10-year alternatives, additional revenue sources will be necessary to address unfunded needs. The following list provides revenue sources that LeeTran may be eligible for during FY 2017 - 2026. It is important to note that during the planning horizon, additional sources of funding may surface that are not currently available. Therefore, it is vital that all agencies supporting public transit improvements continue to review funding opportunities and exhaust all available sources to support public transit enhancements.

- **Mobility Fee** – The County could implement a countywide mobility fee to support and fund mobility needs. The one-time payment for new development has the potential to fund transit capital and provide LeeTran with revenue to fund new transit infrastructure necessitated by growth and development.
- **Advertising Revenue** – LeeTran could increase its revenue through the growth of their advertising program at shelters and/or on vehicles. The sale of external advertising may require some local policy amendments. Naming rights on infrastructure and digital advertising is another avenue for advertising revenues.
- **Bicycle Locker Rental Revenue** – LeeTran could generate additional revenue through the rental of bicycle lockers at public facilities and fixed-route bus stops. There would be an initial capital expenditure to put these facilities in place prior to collection of revenue.
- **Federal Discretionary Funding** – The County should investigate the use of Federal discretionary capital funding made available to assist with the funding of projects similar to those funded under the Transportation Investment Generating Economic Recovery (TIGER), Ladders of Opportunity, New Starts, and Small Starts federal funding programs. LeeTran currently applies for these opportunities as they arise.
- **Ad Valorem Increase** – The County could increase the millage rate to generate revenues to support transit operations. The County also has the ability to create municipal service taxing unit (MSTU) and levy a millage to support additional public transit service.
- **Gas Tax** – Increases to the gas tax can be applied and used to fund operating and capital expenditures. However, as transit use increases and the rate at which gas is consumed fluctuates; therefore, gas tax revenues may be an unstable source of funding for transit services. Currently, the County employs all gas tax available, so a legislative change would be required to allow the County to generate any additional gas tax.
- **Sales Tax** – The County may levy the additional ½ cent of the discretionary sales tax to raise additional funds to fund transit capital costs.
- **Fare Increase** – LeeTran should periodically evaluate the fares charged for service to ensure that the cost of service to users is maintained at a reasonable percentage consistent with the provision of service and also to prevent significant increases in fares at once, due to minor increases not periodically occurring.
- **Private Partnerships** – Lee County and its municipalities should work with FDOT to continue to support transit services through new development. As new development occurs, the cities should ensure that the appropriate contributions are being secured for capital and operating costs related to providing public transit service to development. Partnerships should be sought with

major employers to create employee pass programs or make donations to support transit service to their workplaces.

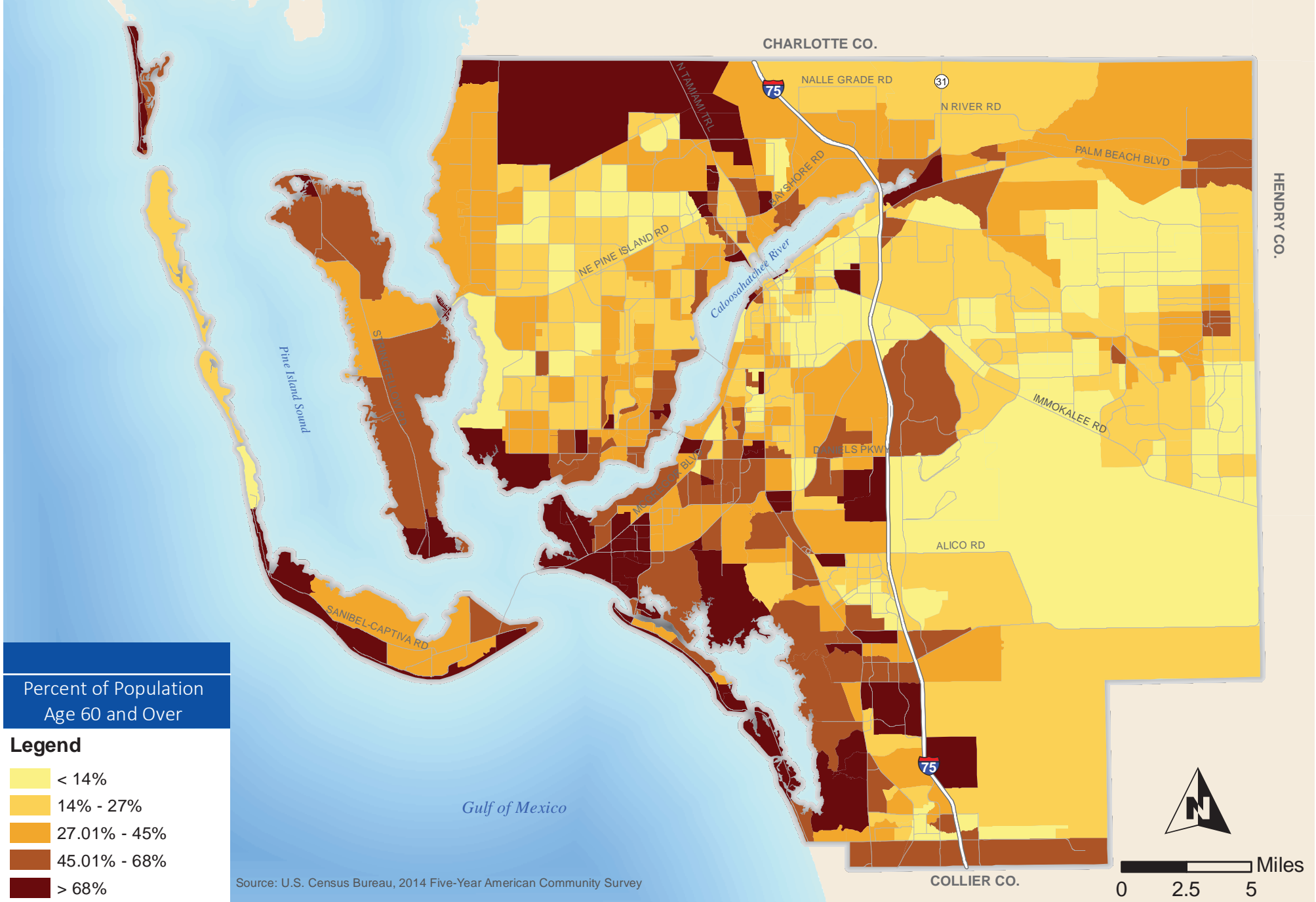
- Service Development Grants (SDGs) – These grants are made available through FDOT to assist with new and innovative public transit operating and capital expenses when state funding is available for this program.
- Tourist Development (Bed) Tax – A bed tax could be a potential revenue source to provide operating funds to increase frequency of service to tourist destinations from hotel and other rental locations. The improved service frequency may reduce the need for private hotel shuttles, which could be a potential point to garner support from the industry for such a tax increase. While it is suggested that this service would allow visitors to get around it would also provide access to employees of the hospitality industry.
- Transit permit – Similar to a beach permit, the County could implement a transit permit program where all development accessible to transit is assessed a fee. The fee would entitle those paying free transit access. This option would have to be scaled based on the type of development and the number of passes allotted for free transit access.
- Increase parking fees – Increasing the parking fees within the County, especially near beach locations could generate additional revenue that could be utilized for transit service.
- Land rental, value capture, and air rights – Vacant County owned property can be rented with funding supporting transit service. In addition, air rights over shelters and facilities can be sold, properties benefitting from transit service may be taxed based on their benefit, and public-private agreements can be executed to rent for additional development around stations.

Conclusion

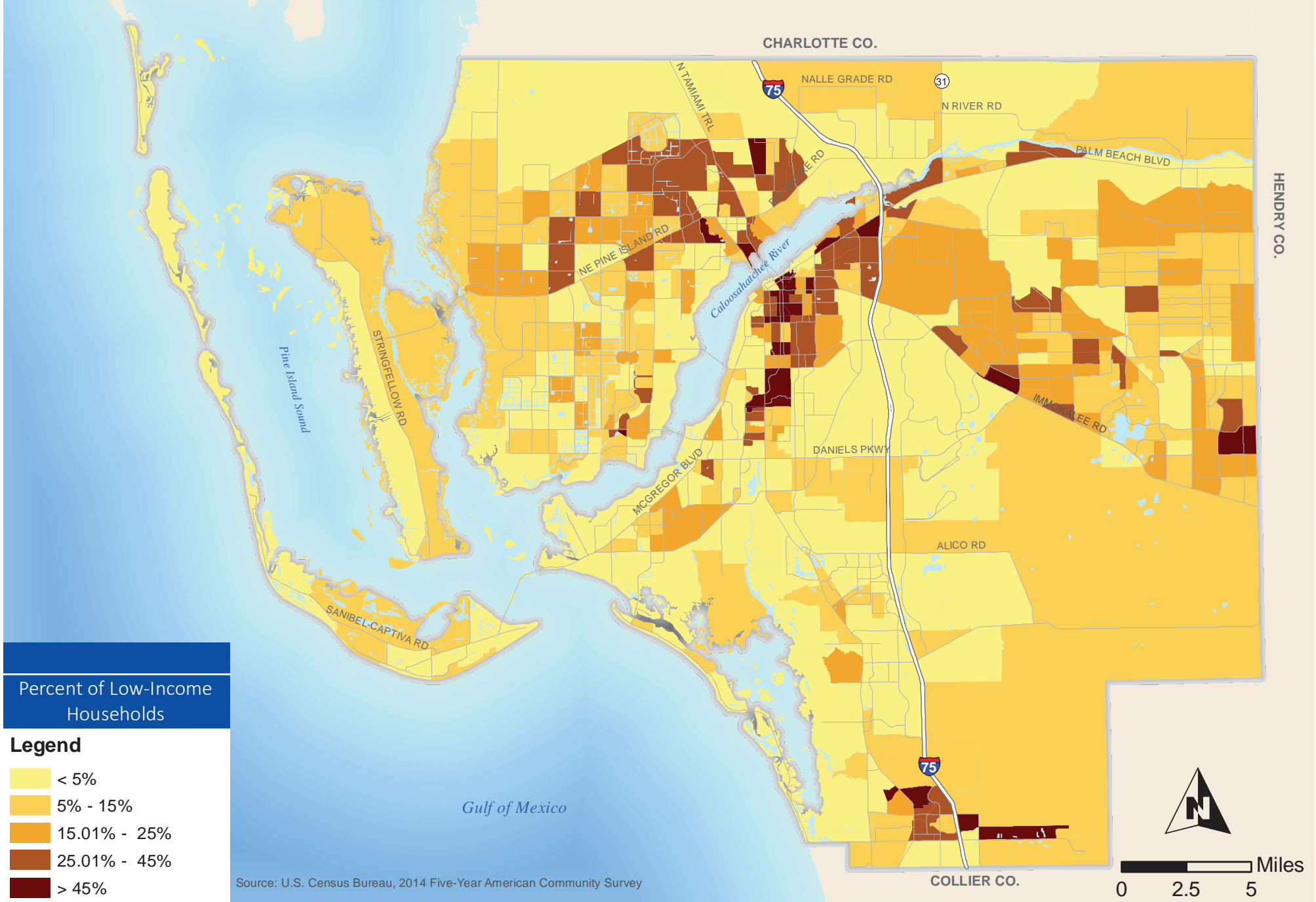
Based on public input, plan consistency, and transit needs the alternatives developed for this TDP are proposed to increase mobility; however, commensurate funding levels were not identified to ensure implementation. From outreach efforts, it is clear that LeeTran is doing a great job with the services being provided, but that expansion of service and additional educational efforts on transit are necessary. Positive steps are being taken to communicate current services to the public, increase the availability of service, and to improve access to technology in an effort to increase transit patronage while becoming more integrated into the local community. Building on the information collected during the TDP development process, LeeTran has revised its goals and objectives to more closely set standards reflective of the expressed needs and identified mobility strategies. In addition, LeeTran has developed service alternatives and a capital plan with estimated funding levels in an effort to establish the vision for transit services over the TDP planning horizon.

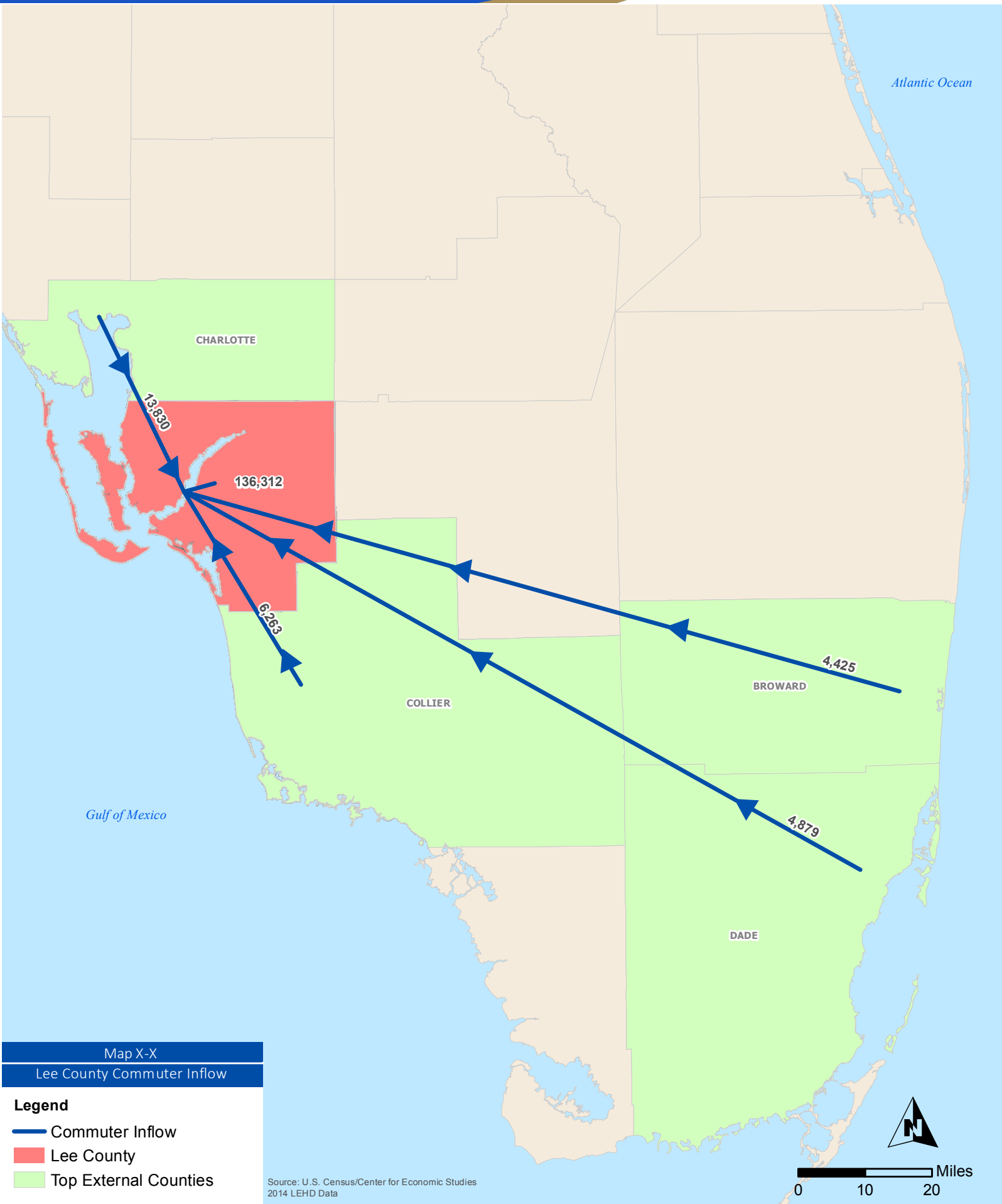
Appendix A: Additional Mapping

LeeTran Transit Development Plan



LeeTran Transit Development Plan



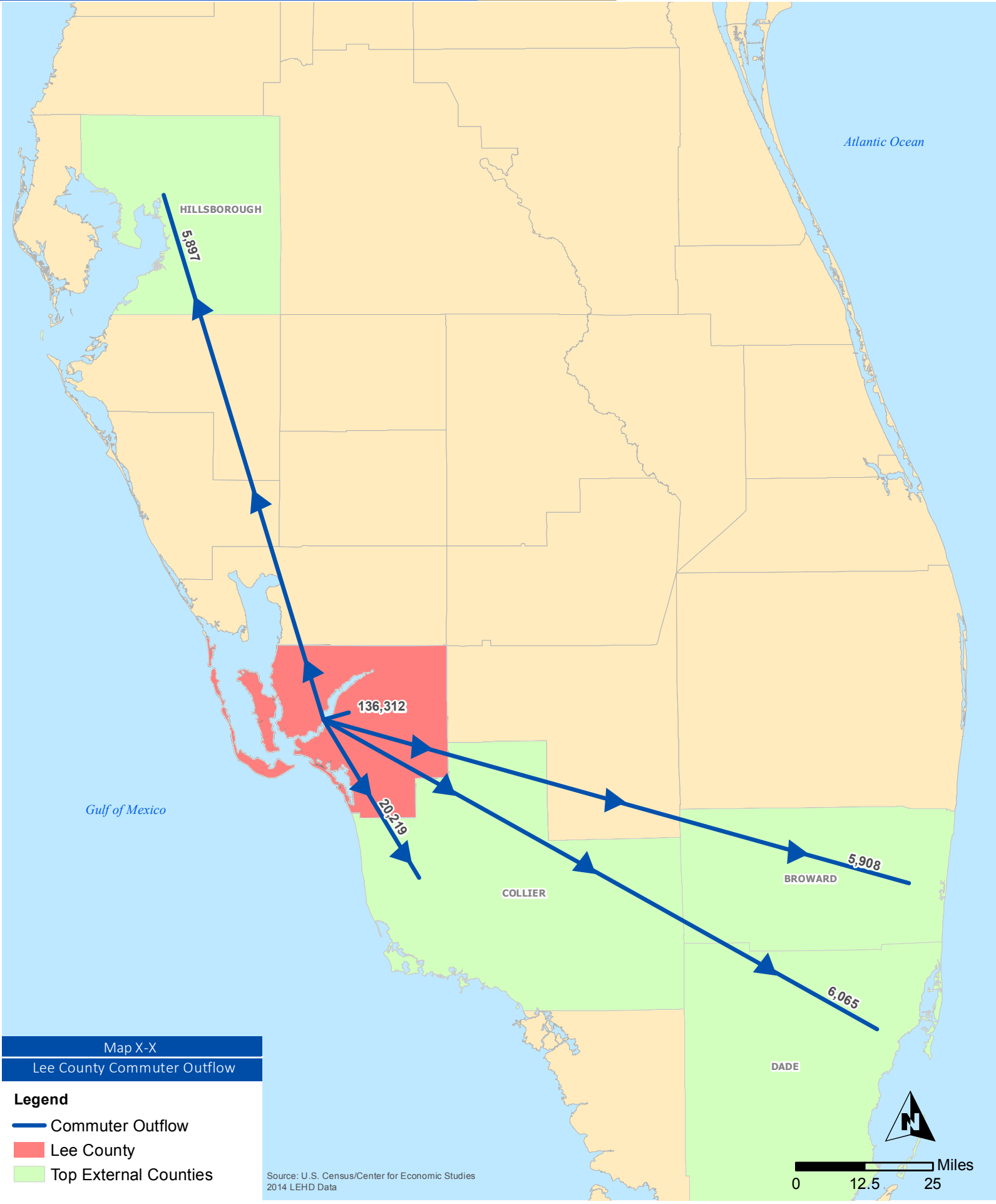


Map X-X
Lee County Commuter Inflow

- Legend**
- Commuter Inflow
 - Lee County
 - Top External Counties

Source: U.S. Census/Center for Economic Studies
2014 LEHD Data

0 10 20 Miles



Map X-X
Lee County Commuter Outflow

Legend

- Commuter Outflow
- Lee County
- Top External Counties

Source: U.S. Census/Center for Economic Studies
2014 LEHD Data

0 12.5 25 Miles

Appendix B: Public Outreach Comments/Materials

Bus Operator Interviews

Overall Operations

- Overwhelmingly, the drivers pointed out a dedication to providing excellent customer service as one of LeeTran’s strengths.
- While several drivers felt they are supported well by supervisors, a few said they don’t feel the drivers’ input is acted upon sufficiently.
- There was a strong common sentiment among both fixed-route and Passport operators of the need for more drivers and buses, especially in season.
- Nearly all of the drivers expressed the need for more funding and community support to help LeeTran meet the growing needs of the County.

Service

- Customer service and a willingness by operators to pull together to meet passenger requests was cited most frequently as the area of service working well.
- Accommodation for ADA passengers was also cited frequently as a positive for the system.
- The most-cited areas of service that needs to be improved were connectivity among routes and scheduling. Missing connections and the bus is late together accounted for 45 percent of complaints cited by operators.
- The specific comments regarding scheduling fell into the following categories:
 - Schedules do not adequately account for increased traffic during the season, so buses are often late.
 - The schedules do not provide enough window for routes to consistently and dependably make the connections, leaving riders to wait 60 to 90 minutes sometimes for the next bus.
 - The schedules do not provide time for drivers to take even a five-minute break.
- Passport operators said the scheduling is not well-organized, so it is difficult for operators to stay on time. A few commented that the staffing is appropriate for about 300-350 trips daily, but most days in season they are running at least 400 trips, and sometimes more than 500.
- Passport operators suggested serving by regions. Traveling from one area to another (i.e.: across the county) requires too much time, and seems inefficient
- Feedback about the frequency of service, especially on some routes, was also cited as a common complaint from riders, accounting for 27 percent of complaint responses.

Routes that Are Difficult to Maintain

- The operators cited several routes that can be difficult to maintain, especially during rush hour and/or during the season. The most commonly mentioned routes were as follows:
 - Route 140, especially between Edison Mall and the Rosa Parks Transfer Center in downtown Fort Myers (14 citations)
 - Fort Myers Beach routes in season
 - Route 130
 - Route 110
 - Route 70
 - Route 100
 - Route 50

- The operators also noted the Route 600 (LinC) in terms of its connection to the CAT service to the south.
- Several operators suggested having in-season and off-season schedule adjustments.

Suggested Route Modifications

- The route modifications suggested by the operators seemed to largely revolve around the need to add frequency to a route, efficiency with regards to time and territory on a route, or adding service to an underserved area by altering a route. Among the suggestions:
 - Add a 5:15 a.m. trip to Route 590 and take that route farther north on US 41
 - The Route 140 to 590 connection at Merchant Crossings is an unreliable connection in the morning rush hour because of traffic
 - Have every other trip on the Route 140 serve Bell Tower Shoppes
 - On Route 140, reduce time point at Hanson and US 41 to 12:12 p.m. (currently on Paddle as 12:15 p.m. timepoint); reallocate those minutes to increase travel time between Edison Mall and Rosa Parks (requested 8 minutes)
 - The Route 30 to 140 connection is unreliable
 - The last run of the Route 50 from the airport does not arrive at the transfer centers in time to catch any other bus
 - Add buses to the Route 110 and extend service in Lehigh Acres
 - Extend service in Cape Coral and Pine Island
 - Modify Route 70 by eliminating Birkdale Avenue and SE 24th Avenue, extending service on Del Prado over the river and return on Coronado.
 - Create a route from Lehigh Acres more directly to the airport
 - Route 100 should stay straight on Palm Beach Parkway because of duplicated service with routes 10, 20 and 15
 - Create a direct route from Bell Tower Shoppes to Lehigh Acres (*came up multiple times*)
 - On Route 600, add more stops on US 41 between Bonita Beach Road and Immokalee Road
 - Improve the scheduling to better connect the LinC (Route 600) with the CAT in Collier County
 - Increase frequency of connections between Routes 150 and 600 (LinC)
 - Add service to more of McGregor Blvd.
 - Create a new, direct route that connects Joel Blvd. / Lehigh Acres to North Ft. Myers area (i.e.: Route 515 or Route 100)
 - For Passport Routes 604, 630 and 633, recommended no split to make the route more efficient; the split is too long

Safety Concerns

- Passport operators mentioned a few parking lots that are not maneuverable when full, causing them to have to back their vehicles out into the road. An example is 3400 Lee Road.
- Among the safety concerns cited along specific routes were:
 - The stop at Merchant Crossings needs to be improved
 - The open shelters on Estero parkway northbound by the Walmart and southbound at US 41
 - Certain stops on Route 30 along Cape Coral Parkway
 - Mid-block stops on Route 600

- Drivers had a mixed view of pull-off stops along higher speed roadways. There was not a consensus opinion on whether they would improve safety, largely because of drivers not yielding to buses pulling back into the roadway, causing drivers to lose time.
- A suggestion was made to improve the visibility at some shelters, particularly when it is dark. Drivers suggested a motion-triggered light that would alert a driver that a passenger is waiting. Drivers also suggested better maintenance of shrubbery around shelters so as to not block view of passengers.
- The other safety concern mentioned several times dealt with rear-end collisions. One driver suggested installation of flashing warning signs at certain stops along higher-speed roadways.

Technology

- Drivers had many positive comments about the technology that is used at LeeTran. Passport operators in particular were very pleased with the tablets they recently received.
- The most commonly cited technology need was better fare boxes. In addition to more reliable fare boxes, they would like to have fare boxes that accept debit cards. A few drivers suggested doing away with a cash option completely.
- Another common technology suggestion was installation of automated stop announcements to comply with ADA regulations more consistently.

Issues facing Lee County Transit Riders

- Seven (7) operators mentioned connectivity (timely connections) as the biggest issue facing Lee County Transit riders in the future.
- Closely related to the connectivity in the discussions was coping with increased traffic and congestion that would affect the reliability of the transit service.
- A few operators mentioned increased competition for riders with the development of other systems.
- Operators also are keenly aware of funding and the need to ensure funding is available to be able to make improvements to attract and retain riders.

Other Comments

- Improve communication with the public, especially when there is a significant impact to service because of construction or an accident.
- Operators said they feel that Lee County transit riders are generally appreciative of the service, especially Passport riders.
- Operators did suggest more public education about bus etiquette and safety. One operator would like automated messages at bus shelters reminding people to have their money or fare card ready.
- We also received a suggestion that the transit development plan be reviewed more often, and that drivers receive feedback as to how the plan is being used in decision making.

Discussion Group/Workshop General Comments

During the public outreach effort, participants were invited to provide general comments about the transit services in Lee County. Below is a listing of the comments received, with parentheses indicating the number of times a response was mentioned.

- Improve connectivity - the wait is long if you miss a connection (6)
- There are not bus stops close enough to where I live (6)

- Need to have later hours – 9 p.m. is too early to end the service (3)
- Weekend service is needed; especially for religious services (3)
- Would like a park-n-ride lot in Fort Myers Beach
- Need more marketing of where the buses go
- More frequency and more service would mean more jobs
- The website and phone apps are very useful
- As an Uber driver, people tell me they do not have dependable transit service
- There are many people waiting at stops in Cape Coral and North Fort Myers and the utilization seems higher in Cape Coral
- I do not like it when buses stop traffic to pick up one or two people
- I am not sure how many people would use the bus in Lehigh Acres
- Not enough room for bikes on the buses; install bike racks at stops
- I would take a bus if it came more often (multiple comments, 15 to 30 minute frequency cited as acceptable)
- Need more routes to relieve congestion
- Provide service to the senior centers
- Focus on the (activity) hubs
- Many students use the bus and more frequency would benefit them
- Would like to have real-time tracking of buses
- Would like a “debit” card with funds for multiple trips; would make travel more convenient
- I feel we are well-served in Fort Myers
- Sometimes the drivers were not nice to me

Question of the Week

The specific locations that were identified as areas that need new or expanded transit services are listed in this section.

- Northeast of Cape Coral
- North Cape Coral
- Cape Coral to the Yacht Club
- Early and later hours to Fort Myers Beach
- Sunday service to Coralwood Mall
- All of Lee County
- Closer to Lime Tree Park
- More frequent trips to Bonita Beach
- Areas of new development
- Along McGregor
- Along the bridges between Cape Coral and Fort Myers
- Higher frequency circulator service in downtown areas
- Downtown Fort Myers
- FGCU
- Airport
- Beaches

- Buckingham Road to Lee Boulevard in Lehigh Acres
- Buckingham Road to Daniels Parkway

LeeTran Transit Development Plan (TDP) Major Update Review Committee Meeting Summary – February 22, 2016

Attendees:

Helen Canicosa – CareerSource Southwest Florida
David Loveland – Lee County Community Development
Andy Getch – Lee County Transportation Planning
Ron Gogoi – Lee County MPO
Peter Gajdjis – LeeTran
Steve Myers – LeeTran
Wayne Gaither – LeeTran
Lee Combs – LeeTran
LaChant Barnett – Tindale Oliver
Patricia Whitton – Tindale Oliver

Materials:

- PowerPoint Presentation
- Maps – age, income, 2017 and 2026 employment density, 2017 and 2026 dwelling unit density, and transit orientation index
- Index card

Discussion:

The meeting opened with introductions and then a general overview of the review committee was provided. The committee members were asked to write down the first thing that comes to mind when they hear LeeTran on the index card provided. The responses follow:

- Bus – (2 responses)
- Affordable transportation used by predominantly captive riders
- Transportation/options
- Transportation mobility
- Public Transit for Lee County
- Needs more buses – frequency needs to increase

The presentation was given by the consultant during which feedback was sought from the group on key areas to guide development of the TDP Major Update. The discussion that occurred for each slide is summarized in the bullets below.

- Introduction and meeting overview slides were covered by the consultant to explain the discussion that would occur during the review committee meeting and that the meeting was to be interactive to obtain feedback.

- The purpose of the TDP slide was explained by the consultant, where it was stated that the TDP sets the vision, but also allows the agency to meet Florida Department of Transportation (FDOT) requirements for block grant funding.
- The additional TDP Benefits slide was presented and the group was asked to discuss strategies for transit service and capital needs. The following comments were received:
 - Looking for transportation service options from Hendry County to the Veterans Administration in Lee County to reduce the trip time and coordinate to provide transfer opportunities to the LeeTran service.
 - Charlotte County has contacted LeeTran to discuss how its transit system can connect with LeeTran after Charlotte’s new service is initiated.
 - There have also been discussions with Good Wheels, Inc. on how to provide connections between the two systems from Immokalee.
 - More transit service is needed in Verandah and River Hall.
 - Additional transportation services are needed for persons living in other cities and requiring access to the CareerSource Southwest Florida unemployment office.
 - There is an existing rail line that connects from Arcadia all the way down that may be an option for consideration in the future. The Lee County MPO addresses the rail corridor in the Lee County Rail Feasibility Study completed in 2013. Both light rail and commuter rail were reviewed but these modes were determined not to be feasible because of the low densities. Also, the existing infrastructure is only good for running freight at 10 to 15 miles per hour. In addition, obtaining petroleum products is an issue and bringing truckloads of fuel from Tampa would not be efficient. Florida Fuel Connection may establish a petroleum facility in Clewiston. However, Florida Fuel Connection has also discussed working with Seminole Gulf in Lee County. In that case, Seminole Gulf may replace the tracks along the line making rail a more feasible option in the future.
 - The biggest challenge of the TDP update will be dealing with getting people to and from areas such as Lehigh Acres. The land use scenarios show more transit oriented and concentrated development in the city; however, there is a significant amount of people living in Lehigh Acres and working in other places, including Naples.
 - The Lee County MPO completed a study to review transit enhancement issues and is working with FDOT to advance a transit signal priority que jump project. This project will require LeeTran to equip all of its buses with Automatic Vehicle Locator (AVL) technology and has been pushed to 2021. Both the MPO and LeeTran are working with FDOT to attempt to get the project advanced.
 - LeeTran is working to provide transportation to the beach from Summerlin Road along San Carlos Boulevard. There is an existing bus only lane on the bridge, but during the season traffic backs up for miles. There is a similar traffic congestion problem on Estero Boulevard.
- Additional discussion occurred regarding the transportation needs in Lehigh Acres and other outlying areas. It was also mentioned that the CareerSource welfare transition program offers bus passes or gas cards to help those who do not have transportation and rely on others for rides. The consultant explained that the demographics for the county were reviewed and the employment growth does not increase much over the ten-year planning horizon, but there is

growth. The population is projected to increase and at a greater level than employment growth. In addition, access to employment opportunities from the more rural residential communities will continue to be reviewed as part of the TDP development process. Lehigh Acres will be considered as a potential area for completing public outreach activities during the development of the ten-year TDP.

- The consultant reviewed the key elements of the TDP process slide. It was noted that the needs assessment will include a review the MPO’s Long Range Transportation Plan. Funding sources will also be reviewed to identify what is available. At this time, the LRTP is showing an approximately \$700 million budget for transit. Some of the other elements include public outreach, conditions analysis, an evaluation of services available, needs assessment, and resource management. Other key discussion topics that resulted from the key elements of the TDP slide are summarized below.
 - The committee was asked to share their thoughts on taking lanes for transit. One committee member commented that there has to be congestion for people to consider transit as an option. The county is not there yet and the mindset is still to complain about empty buses. Increased frequency levels, etc. will feed into making transit an attractive option. The consultant asked the committees’ opinion on whether or not informative messaging regarding the cost of transit versus the cost of roadways could help change the mindset. It was mentioned that through this process the community needs to decide if LeeTran should continue to operate as it currently does (status quo) or develop plans for transit growth.
 - The county has environmental and grid issues that would prevent developing a transit network similar to places such as Miami because of arterial spacing and gated communities. There are no plans to move away from building gated communities and some of the gated communities have requested that LeeTran buses enter the neighborhoods to pick up passengers.
 - Transit level of service is based on average travel time and that measure is what people will use to determine if they are going to take transit. If biking is faster than bus travel, people will likely bike.
 - Constrained roadways and options that are available when the roadways cannot be built wider are two of the key issues that will need to be assessed and addressed in this TDP major update. Currently, Lee County funding is going to construction projects along I-75 and US 41, but millennials are looking for transportation options in downtown areas. Another committee member commented that Lee County is suburban and spread out; therefore, the focus should be more on how to collect these people versus planning transit systems for one generation at one point in time. The desires of the millennials may change as their lives change and they get married and have children.
 - Levels of wages in the community will also depend on the future and the economic reality. In the future, will folks purchase homes for 450k in gated communities or will they decide to downsize? The consultant explained that transit should be an option in the toolbox, but as part of this process it needs to be decided how much. Considering the level of transit investment in the county will be part of the resource management element of the TDP.

- Committee members also commented that the penny sales tax makes sense as a potential funding source, but the county may be pass that point. It is possible that the transit authority and funding discussions were mixed up in 2012. Since there have been two initiatives that did not take off, people are scared to try again.
- The committee was asked to provide input on the public involvement process and outreach activities that will be conducted as part of the TDP. The suggestions and comments are listed below.
 - A few months ago the Workforce Board had a community awareness event.
 - Every weekend there are events at the farmer’s market and baseball stadium.
 - For the last TDP, a workshop was held at the Hendry Annex, but the turnout was not good.
 - The turnout is good for meetings in Lehigh Acres, particularly at the Food Pantry. Also, the Lehigh Acres Community Council meets once per month.
 - Other organizations that may be good to reach out to are the Community Foundation and Pennies for Progress.
- Following the discussion on public outreach, the consultant reviewed the remainder of the slides and the demographic maps. Discussion occurred on the peer review slide and it was noted that Volusia County should be added as a peer to increase the number of Florida agencies that are reviewed in the peer comparison.
- The committee was asked to provide any additional comments or questions in an open discussion forum. Below is a listing of the comments.
 - A few years ago, LeeTran decided not to stretch routes any further, but rather focus on higher ridership areas. After the direction not to expand routes was established, the service along US 41 had to be stretched down to serve the new mall. More recently, LeeTran has received requests to serve the trailer parks with elderly residents in the northern portion of the county.
 - Through the TDP process, the development of a vision will be necessary to decide whether to maintain or grow ridership on the existing routes.
 - For transit to sell itself, ridership is most important to make the most efficient transit system.
 - The last TDP focused on circulator services or park-and-ride lots in the outlying areas with express bus service. Circulators are more difficult services because they will need to connect to the fixed-routes and you typically need a couple small generators in the area of circulation to produce good ridership.
 - Some people have the mindset that once transit is initiated in their area it will be available in perpetuity.
 - The land use scenario preferred option for the LRTP included more transit service and getting cities to adopt comprehensive plans to make changes more difficult.
- As part of the meeting wrap-up, committee members were asked to share their thoughts on the future vision for LeeTran. Following the final comments, the meeting concluded. Below are the committees’ suggestions.
 - Door-to-door service.

- LeeTran does not want a TDP that includes blanket service of 15 minutes. The vision should include trunk lines and a hierarchy of services.
- The system should be enhanced.
- Next bus service announcements will be important enhancements to notify people.
- Transit signal priority and que jumps should be incorporated into other areas. Trying to get the FDOT project at US 41 and College Parkway advanced to 2017.

LeeTran — Transit Development Plan
 Review Committee Meeting #1
 Sign-In Sheet - February 22, 2016



Name	Address	Email Address	Phone	Permission to Use Photo (Y/N)
HELEN CANICOSA	4150 FORD ST. EXT FM. FL	hcanicos@capursource.com Southwesterly.com	239-931-8200 ext 1124	Y
DAVID LOVELAND	1500 MONROE ST. FT. FL 33101	dloveland@leegov.com	239-533-8509	
ANDY GETCH	1500 MONROE ST. " " "	AGETCHE@leegov.com	239-533-8510	Y
Lee Gogoi	815 Nicholas Pkwy	rgogoi@leegov.com	239-330-2239	Y
Peter Gajdy's (LeeTran)	3410 Metro Pkwy	Pgajdy@leegov.com	239-533-0550	Y
STEVE MYERS	" "	smyers@leegov.com	239-533-0322	Y
Wayne Gault	" "	wgault@leegov.com	239-533-0344	Y
Lee Combs	✓ ✓	lcombs@leegov.com	239-533-0332	Y

LeeTran Transit Development Plan (TDP) Major Update Review Committee Meeting Summary – April 29, 2016

Attendees:

Dave Harner – Lee County Assistant County Manager
 Helen Canicosa – CareerSource Southwest Florida
 Andy Getch – Lee County Transportation Planning
 Don Scott – Lee County Metropolitan Planning Organization (MPO)
 Steve Myers – LeeTran
 Wayne Gaither – LeeTran
 Lee Combs – LeeTran
 LaChant Barnett – Tindale Oliver
 Patricia Whitton – Tindale Oliver

Materials:

- PowerPoint Presentation
- Maps – Study area, LeeTran 2035 Vision Plan system-wide improvements, Transit Orientation Index, 2017 Density Threshold Assessment, and 2026 Density Threshold Assessment
- Index card

Discussion:

The meeting opened with introductions and a presentation was given by the consultant. The key points from the presentation and related discussions that occurred are summarized in the bullets below.

- Introduction, meeting overview, and the first meeting recap slides were covered by the consultant to explain the discussion that would occur during the review committee meeting and that the meeting was to be interactive to obtain feedback.
- The preliminary on-board survey results were reviewed and it was noted that a total of 2,904 surveys were completed. Fewer surveys were completed in comparison to the 2012 on-board effort; however, some reasons for the lower numbers included spring breakers declining to participate in the survey and another survey was recently completed resulting in passengers declining to participate.
- Operator interviews were completed with a total of 45 operators who offered suggestions on service, safety, and technology improvements but overall commented that the system is dedicated to customer service.
- The peer and trend review results were discussed focusing on the comparisons between how LeeTran is trending internally and how the agency is performing compared to the selected peer groups. It was noted that LeeTran removed some service in FY2014, but that service was reinstated in FY2015. Data from FY2014 is the latest data set available for all of the peer agencies and was used to complete the peer analysis. Overall, LeeTran is showing strong

performance in comparison to the peer groups. The agency is operating below its peers for revenue hours and passenger trips per revenue mile which could be a result of the reduced service provided in FY2014 and may trend differently if FY2015 data were available for use.

- Lee County Uber hotspot locations were shown to illustrate that the highest Uber trip frequencies are occurring within the areas where LeeTran provides some of its best transit service and may be indicative of passengers opting to use more on-demand service rather than the bus system with greater frequencies. The committee was asked to share their thoughts on the Uber patterns shown and how Uber and other similar services may impact transit as well as how the transit service could be improved to encourage Uber users to transition to the fixed-route bus. Key discussion items from the Review Committee members are listed below.
 - Committee members asked for additional information relating to the intensities of the hotspots. It was explained that the hotspot map is used for driver recruitment on the Uber website and does not provide specifics on number of trips, trip purpose, or specific time of day.
 - The Uber hotspots line up with the employment and density maps.
 - Uber or Lyft could be used as an alternative for the first mile/last mile.
 - The attractiveness may be the ability to get a ride and pay for the ride through an app and similar smart phone technology on the bus fareboxes may improve ridership in the future. LeeTran will be releasing a Request for Proposal to procure mobile ticketing capabilities through smart phones, etc. However, mobile ticketing also requires the establishment and programming of a back office to make it work.
- The previous goals and objectives from the 2012 TDP were reviewed and the committee members were asked to provide input on any modifications that they thought should occur. Comments from the Review Committee are summarized below.
 - One member would like to see the goals and objectives align with the Lee Plan (comprehensive plan).
 - Objective 1.2 should be more direct. The goals seem to be people focused with efficiency measures; however, it needs to be decided if LeeTran will be an efficiently operated service or a social service agency type service. This would impact keeping low performing routes, to have service to an area versus modifying/eliminating routes purely on performance.
 - Need to review how some routes are being handled in comparison to others when including performance measures in the objectives. For example, the Routes 140 and 160 cannot be compared in the same manner. There should be another objective to look at route efficiency for future decisions on resources. It was also discussed that comparing routes with different performance measures will have some Title VI implications. The objective may need to be broad and state that routes falling below 25 percent of the system average would be reviewed for efficiency improvements subject to the equitable distribution of service under Title VI. LeeTran does not have five or six buses operating per route where it would make sense to review the routes and move around resources to operate as efficiently as possible. The agency is currently only operating basic coverage on the routes.

- Objective 2.1 should remove the date and include language stating “as was evaluated in the Long Range Transportation Plan (LRTP) and consistent with what comes out of the LRTP and state plans.”
- The dollar amount in Objective 2.2 should be removed and the objective should be reworded to state “Continue the ADA compliant bus shelter and transit infrastructure program to coordinate with other agencies and improve transit ridership.”
- Objective 2.3 should be changed to “maintain fleet in state of good repair.”
- Objective 3.1 should specifically mention the LRTP.
- This goal should include another objective relating to the Ladders of Opportunity Initiative.
- Under Goal 4, an objective should be added about the cost per trip to tie with efficiency.
- Vision should be removed from Objective 4.2; however, the Vision Plan should be reviewed to determine what should be taken out and what should carry over to the TDP so that there are two transit planning documents: the TDP and the LRTP.
- Following the presentation, the committee was asked to divide into two groups and use the string provided to design a transit route that would serve the greatest need in the county. The groups could either use the string provided to add a new fixed-route service with 60 minute frequency or trade in part of the string for another string representing express routes or technology. The results of the activity are provided below.
 - Group 1 – The group used the Uber hotspot map to identify the area with the highest ridership and decided to place the route between the mall and Lehigh Acres. Since there are existing routes in this area, the group placed the string doubled-up on the existing route to achieve 20 minute service frequency in this area. This route is intended to act as a nexus point for all routes and Cape Coral while providing service to Lehigh Acres, a Title VI community, with population and reduced employment that could provide a higher employment base given greater transit service.
 - Group 2 – This group used the string to provide better frequency to Lehigh Acres and Downtown connecting with Coconut Point Mall. The string was doubled-up to achieve 30 minute frequency.

After the groups had selected their preferred routes, they were asked to identify a way to pay for the route. The questions were phrased to give the committee a sense of the decisions that LeeTran must make when adding new service and having a constrained budget. The consultant explained that these are the tough decisions that LeeTran is faced with when receiving requests for new service without a funding source. Some of the suggestions provided are summarized below.

- The developers could improve frontage areas or pay for transit to new developments similar to affordable housing.
- There is no way of knowing until we get in front of the board and determine their philosophy on transit services.
- Right now the focus is mainly roads and some water quality from growth increment revenues. Funding is maxed out on the roadway system.
- The consultant also reviewed the slides from the 2035 Vision Plan to ask for input on what services should be carried over into the TDP Vision noting that the 2035 Vision Plan included

approximately \$7 million in operating and \$11 million in capital. Without a new funding source, these projects will not move forward at this time, but if part of the Vision, the projects should be included in the TDP documentation in some way in case funding were to become available during the planning horizon. It was determined that the Lehigh Acres and Cape Coral express routes should definitely be carried over to the TDP. Having routes to the low density areas with connecting park-and-ride lots should be part of the Vision. The Collier Connector service has been implemented with different frequency than shown in the Vision Plan. Since there are no resources to divert at this time, the Vision will be included by reference in the TDP.

- As part of the meeting wrap-up, the consultant mentioned that a TDP public information item is being developed and will be taken to the MPO Technical Advisory Committee and Citizens Advisory Committee for review so that they are aware that the TDP process is occurring prior to the draft documentation presentations for endorsement that will be scheduled later in the process. Before leaving the meeting, the committee members were asked to share their thoughts on creative names that could be used to brand the TDP. While some members mentioned that they needed a little more time to brainstorm and would email their responses, the names that were provided are listed below.
 - Mobile Lee
 - iRideLeeTran
 - I♥LeeTran

Everyone in attendance received a goody bag from CareerSource Southwest Florida. Thank you Helen!

LeeTran — Transit Development Plan
 Review Committee Meeting #2
 Sign-In Sheet - April 29, 2016



Name	Address	Email Address	Phone	Permission to Use Photo (Y/N)
WAIVE GANTLER		wgantler@leegov.com	239-533-0349	Y
Donald Scott		dscott@leempd.com	888-330-2241	Y
HELEN CANICOSA		hcanicos@careerresourcesouthwestflorida.com	239-931-8200 XT 1124	Y
LEE COMBS		lcombs@leegov.com	239-533-0332	Y
Dave Harace		dave@leegov.com	239-533-7408	Y
Steve Myers		smyers@leegov.com	239-533-0322	Y
ANDY GETZ		AGETZ@LEEGOV.COM	239-537-9510	Y

LeeTran Transit Development Plan (TDP) Major Update Review Committee Meeting Summary – July 7, 2016

Attendees:

Dave Harner – Lee County Assistant County Manager
Katie Meckley - LeeTran
Don Scott – Lee County Metropolitan Planning Organization (MPO)
Brandon Dunn – LeeTran
Peter Gajdjis - LeeTran
Steve Myers – LeeTran
Wayne Gaither – LeeTran
Lee Combs – LeeTran
Wally Blain – Tindale Oliver
LaChant Barnett – Tindale Oliver
Sarah Goolsby – Tindale Oliver

Materials:

- PowerPoint Presentation
- Maps – Potential Alternatives
- Alternatives table
- Mobile Lee logo handout

Discussion:

The meeting opened with introductions and a presentation was given by the consultant. The consultant also reminded the committee members to submit comments about Tech Memo 1 by July 15th. The key points from the presentation and related discussions that occurred are summarized in the bullets below.

- Introduction and meeting overview slides were covered by the consultant to explain the discussion that would occur during the review committee meeting and that the meeting was to be interactive to obtain feedback.
- The stakeholder interview results were reviewed and it was noted that 19 individuals were interviewed. Stakeholders believe there should be a focus on service frequency over adding new service. Stakeholders also believe that innovative technology and providing more education to the public about the transit system could be beneficial. When it came to funding, stakeholders were split between taxes, user fees, public-private partnerships, and non-local sources. Comments from the Review Committee members are listed below.
 - One committee member was interested in FGCU's comments on transit. It was mentioned that the University would like to see more service for students.

- Committee members were also interested in what kind of technology was mentioned in the stakeholder comments. On demand information and a Google-type search to find route information and map location were cited.
- A summary of the community engagement efforts was also reviewed. There were five community events and over 150 comments received. The results show an almost even split between wanting additional service and increased frequency of service. However, it was noted that the Online Question a Week survey produced 67 responses where more people wanted frequency improvements and infrastructure updates. Comments from the Review Committee members are listed below.
 - A committee member asked if there were any comments about existing infrastructure that was recently put in place. The consultant said only comments about wanting more infrastructure were received.
- The committee members were given a handout with 6 proposed Lee Mobile logos, to be used on the cover page of the plan and for future promotions, and were asked to circle which one they preferred. The votes were counted after the meeting. Comments from the Review Committee members are listed below.
 - A committee member asked if more than one logo could be selected to be used for different events.
 - Another committee member suggested adding an extra 'e' to Mobile in the logo so that it read 'Mobilee'.
- The consultant provided committee members with a map of proposed alternatives in addition to a table listing the alternatives and their detailed descriptions. The proposed new services include two express routes, three fixed routes, a flex route, two park-and-rides, and a transfer station. Also, route improvements to standardize frequencies were proposed for 19 routes in addition to an existing route modification was proposed for route 140. Comments from the Review Committee members are listed below.
 - The consultant noted that Collier County's TDP includes two alternatives that have the potential to interact with the LeeTran system and that they should be further explored.
 - Committee members mentioned that LeeTran received a grant to build a park-and-ride lot in the vicinity of Bell Tower. They are also looking at land around the airport and in the northern portion of the County around Tamiami Trail/Shell Point.
 - Committee members decided it is best to focus on improving existing routes and to not open up new service. However, they would like to keep the proposed Lehigh Acres express route and the Cape Coral express route, addition to the proposed park-and-ride lots.
 - The committee agreed that standardizing the frequencies for the 19 routes would be beneficial and would make it easier for riders to understand the schedule.
- It was noted that funding sources for the alternatives have not yet been identified, but the consultant reviewed a variety of potential local sources in the presentation. Comments from the Review Committee members are listed below.
 - The consultant also mentioned some sources identified by stakeholders, which included public/private partnerships, student fees, and advertising.

- The presentation concluded with a list of the next steps. The consultant mentioned the draft plan will be sent out in the next two weeks and will go to the MPO in August. The consultant also requested that the final review committee meeting be held the first week of August.

LeeTran — Transit Development Plan
 Review Committee Meeting #3
 Sign-In Sheet - July 7, 2016



Name	Address	Email Address	Phone	Permission to Use Photo (Y/N)
LEE Combs	3401 Metro Pkwy Ft. Lee, FL 33901	lcombs@leegov.com	239 533 0332	Y
Donald Scott	PO Box 15043 Cape Coral, FL 33915-0043	dscotte@leegov.com	239-370-8841	Y
Brandon Dunn	1500 Monroe Street	bdunn@leegov.com	(239) 533-8585	Y
JANICE GAITHER	3401 Metro Parkway	jgaither@leegov.com	(239) 533-0344	Y
Katie Meckley	3401 Metro Parkway	kmeckley@leegov.com	239 533-0823	Y
Dave Hanner	PO Box 398, Ft Myers 33902	dave@leegov.com	239.533.2221	Y
STEVE MYERS	3401 Metro Pkwy	smyers@leegov.com	239-533-8322	Y
Peter Gajdas	3401 Metro Pkwy	pgajdas@leegov.com	239-533-0850	Y

LeeTran Stakeholder Questions

1. Are you currently aware of Lee County Transit (LeeTran) and its services?
2. Do you use LeeTran? Why? Why not?
3. What kind of improvements could you help to promote to encourage use of LeeTran in the future?
4. Do you believe that LeeTran adds economic value to Lee County?
5. In your opinion, what is the primary role of LeeTran's service (transport workers, elderly, low income, individuals with disabilities, tourists, attracting choice riders, to prevent congestion, to reduce emissions, to create economic opportunities)?
6. What do you believe is the purpose of most transit trips (medical, shopping, recreation, work, or school)?
7. Is there a need for additional transit service in Lee County? What type of transit service would you like to see more of over the next ten years (more frequent fixed-route service, express bus, trolley, demand response, increased weekend service, later evening service)?
8. Are there specific areas that need additional transit service? If yes, what specific area and why.
9. Is there a need to invest in more shelters, technology, or other capital equipment in Lee County?
10. What are the most significant issues facing transit users (frequency of service, fares, accessing bus stops)?
11. Do you see the benefits of expanding or improving the transit system and would you be willing to invest additional money for those improvements?
12. What types of local funding should be used to increase transit service in the future? (i.e., private partnerships, advertising revenue, fare increases, universal passes, ad valorem taxes, sales tax, gas tax, tourist tax)

13. Is the public perception of LeeTran good, satisfactory, or poor? Is your perception of LeeTran good, satisfactory, or poor?
14. What are reasonable passenger fares for transit service (please specify per trip or other)?
15. Do you believe there is a congestion problem in Lee County? If so, do you believe that public transportation and investing in public amenities such as park-and-rides and dedicated transit lanes could relieve congestion in Lee County?
16. What major destinations should be accessible by public transportation both inside and outside of the County, including areas of interest or services for evacuation and safety purposes?
17. Do you believe that a strong transit system could attract more businesses, including Fortune 500 companies and jobs to Lee County?
18. Have you heard of any business requesting additional transit service or interested in creating public private partnerships for increased transit service for their employees and customers?
19. What additional steps do you feel LeeTran should consider to increase the use of public transit in Lee County and attract choice riders?
20. At some point in the future, do you envision that premium services (i.e., express and/or bus rapid transit) would be needed to improve regional connectivity for Lee County and the surrounding areas?
21. Do you believe LeeTran has done an effective job marketing transit service options?
22. Have you been to the LeeTran website?
23. Do you believe further branding is needed? If so, what do you think the community would like to see?
24. Are you supportive of public policy that requires coordination of and provision of funding for transit services that connect to high density/mixed use development?

LeeTran Transit Development Plan 2017 -2026 Major Update- Operator Survey

1. How long have you been an operator at LeeTran?
 ___1 - 3 Yrs. ___4 - 6 Yrs. ___7 - 9 Yrs. ___10+ Yrs. ___15+ Yrs. ___Over 20 Yrs.

2. What do you believe is the most important item LeeTran should seek to improve over the next ten years with regard to the following:
 - a. Community support _____
 - b. Bus Service _____
 - c. Staffing _____
 - d. Amenities _____
 - e. Ridership growth _____

3. Are there any parts of the service that you believe work well?

4. Are there any parts of the service that you believe need improvement?

5. What complaints are most often expressed by passengers? Please indicate specific routes that are applicable to the complaints, as appropriate.
 - a. Need more frequent service _____
 - b. Bus does not go where I want _____
 - c. Bus is late _____
 - d. Bus does not make good connections _____
 - e. Need Sunday service _____
 - f. Need increased evening service _____
 - g. Need better fare options _____
 - h. Need more amenities (shelters, route information, etc.) at stops _____
 - i. Need improved paths to bus stops _____

6. Do you know of any safety problems/hazards on any of the routes listed below? If so, please list.

7. Are there run times on routes or route segments that are difficult to maintain? If yes, please indicate all routes that apply and identify the route segments.

8. Are there any routes which should be modified in any way? If so, how?

9. What are the biggest issues facing transit users in Lee County?

10. Is there any technology that would assist you in doing your job better?

11. Are there any other comments that would be helpful to improve LeeTran service? Please explain below.



Lee Tran Bus Rider Survey (2016)

LeeTran needs your help to provide improved bus service in Lee County. Please help us serve you better by completing this survey and returning it to the surveyor or any LeeTran driver. If you don't have time to complete the survey during this bus trip, please return it on your next trip. Thank you.

1. What time is it NOW? ____ (Hour): ____ (Minute) (AM PM) (Please circle one)

This survey is about the ONE-WAY transit trip you are making now!



2. What TYPE OF PLACE are you COMING FROM NOW? (Please ✓ the starting place of this ONE-WAY TRIP) (Please ✓ only one)

- 1__ Work
 2__ Medical
 3__ Social/Personal/Church
 4__ School (K-12)
 5__ College/Tech
 6__ Recreation
 7__ Shopping/Errands
 8__ Home
 9__ Other (specify) _____

3. What is the ADDRESS, NAME, OR NEAREST INTERSECTION of the PLACE, BUSINESS, OR BUILDING you are COMING FROM NOW?

Address or Intersection (e.g., 1000 Colonial Boulevard, US 41 & Colonial Boulevard)

Name of Place, Business, or Building (e.g., Edison Mall)

City State Zip

4. How did you get to the first bus stop for this ONE-WAY TRIP? (Please ✓ only ONE)

- 1__ Walked ➡ # blocks? ____
 2__ Bicycled ➡ # blocks? ____
 3__ Drove & parked ➡ # miles? ____
 4__ Was dropped off
 5__ Rode with someone who parked
 6__ Other (specify) _____

5. LIST ALL of the BUS ROUTES in the EXACT ORDER you use to make THIS ONE-WAY TRIP:



6. What TYPE OF PLACE are you GOING TO NOW on this ONE-WAY TRIP? (Please ✓ the ending place of this ONE-WAY TRIP) (Please ✓ only ONE)

- 1__ Work
 2__ Medical
 3__ Social/Personal/Church
 4__ School (K-12)
 5__ College/Tech
 6__ Recreation
 7__ Shopping/Errands
 8__ Home
 9__ Other (specify) _____

7. What is the ADDRESS, NAME, OR NEAREST INTERSECTION of the PLACE, BUSINESS, OR BUILDING you are GOING TO NOW?

Address or Intersection (e.g., 1000 Colonial Boulevard, US 41 & Colonial Boulevard)

Name of Place, Business, or Building (e.g., Edison Mall)

City State Zip

8. After you get off the last bus you will use to complete this ONE-WAY TRIP, how will you get to your FINAL DESTINATION? (Please ✓ only ONE)

- 1__ Walk ➡ # blocks? ____
 2__ Bicycle ➡ # blocks? ____
 3__ Drive ➡ # miles? ____
 4__ Will be picked up
 5__ Ride with someone who parked
 6__ Other (specify) _____

9. How would you make this one-way trip if not by bus? (Please ✓ only ONE)

- 1__ Drive
 2__ Taxi
 3__ Walk
 4__ Wouldn't make trip
 5__ Bicycle
 6__ Ride with someone
 7__ Moped/Scooter
 8__ Other (specify) _____

10. What type of fare did you pay when you GOT ON THIS BUS? (Please ✓ only ONE)

- 1__ Cash Fare/One-Trip Pass (\$1.50)
 2__ Discount Cash Fare (\$0.75)
 3__ All-Day Pass (\$4.00)
 4__ 7-Day Pass (\$15.00)
 5__ Discount 7-Day Pass (\$11.00/\$12.00)
 6__ 31-Day Pass (\$40.00)
 7__ Discount 31-Day Pass (\$23.00/\$25.00)
 8__ 12-Trip Pass (\$13.50)
 9__ Discount 12-Trip Pass (\$6.50/\$6.75)
 10__ Trolley Fare (\$0.75)
 11__ Discount Trolley Fare (\$0.35)
 12__ Other (specify) _____

PLEASE CONTINUE ON BACK OF SURVEY ➡

11. On average, how many days a week do you ride the bus?
 1 2 3 4 5 6 7
 Once a month or less First time riding
12. How long have you been using LeeTran bus service?
 Less than 6 months 1 to 2 years
 6 months to 1 year More than 2 years
13. What is the most important reason you ride the bus? (Please ✓ only one)
 I prefer Lee Tran to other options The bus is safer/less stressful
 Car is not available all the time I do not drive
 Parking is too expensive/difficult I do not have a car
 Lee Tran is more convenient Other (specify) _____
 Lee Tran fits my budget better
14. Are you a resident of any of the following counties?
 Lee Collier Hendry Charlotte Other _____
15. How many months out of the year do you reside in Lee County?
 Less than one month 1 to 6 months 6 to 12 months
16. Which three of the following improvements would make LeeTran better for you to use? (Please ✓ THREE (3) ONLY)
 More frequent service on existing routes
 Bus stop improvements (shelters and benches)
 More bike racks at bus stops
 More trash cans at bus stops
 Fewer/easier transfers
 Earlier service on existing routes
 Later service on existing routes
 More weekend service on existing routes
 More sidewalks connecting bus stops
 Express/faster service. Where? (Road name) _____
 Add new route from _____ to _____
 Other (specify) _____
17. Are bus stops accessible for a person with a disability?
 Yes No Unsure N/A
18. Do you have a valid driver's license? Yes No

19. How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (✓ only ONE)
 1 2 3 or more None
20. Your age is?
 15 or Under 25 to 34 45 to 54 65 to 74
 16 to 24 35 to 44 55 to 64 Over 74
21. What is your gender? Male Female
22. Are you Hispanic, Latino, or Spanish origin? Yes No
23. What is your primary language?
 English Spanish Creole Other (specify) _____
24. What is your race or ethnic heritage? (Please ✓ only ONE)
 White Black/African American Asian
 American Indian or Alaska Native Other (specify) _____
25. What was the range of your total household income for 2015?
 Under \$5,000 \$20,000 to \$29,999 \$50,000 or more
 \$5,000 to \$9,999 \$30,000 to \$39,999
 \$10,000 to \$19,999 \$40,000 to \$49,999
26. How satisfied are you with each of the following? Circle a score for each characteristic.
- | Please indicate | Very Satisfied | Neutral | Very Unsatisfied | | |
|--|----------------|---------|------------------|---|---|
| a. How often the buses run on this route | 5 | 4 | 3 | 2 | 1 |
| b. How courteous the Bus Operator was during your trip | 5 | 4 | 3 | 2 | 1 |
| c. How directly this route goes to your destination | 5 | 4 | 3 | 2 | 1 |
| d. The length of time your trip takes | 5 | 4 | 3 | 2 | 1 |
| e. How on-time this bus is running today | 5 | 4 | 3 | 2 | 1 |
| f. The number of times you have to transfer | 5 | 4 | 3 | 2 | 1 |
| g. How the shade or shelter was where you waited | 5 | 4 | 3 | 2 | 1 |
| h. How clean the buses and bus stops are | 5 | 4 | 3 | 2 | 1 |
| i. How easy it is to use bus schedule information | 5 | 4 | 3 | 2 | 1 |
| j. Safety on bus and at bus stops | 5 | 4 | 3 | 2 | 1 |
| k. Your overall satisfaction with LeeTran | 5 | 4 | 3 | 2 | 1 |

THANK YOU FOR COMPLETING THE SURVEY!



Encuesta de Usuarios de LeeTran (2016)

LeeTran necesita su ayuda para proporcionar un mejor servicio de autobuses en el Condado de Lee. Por favor, ayúdenos a servirle mejor completando esta encuesta. Al finalizar, devuelva a su encuestador o cualquier controlador de LeeTran. Si usted no tiene tiempo para completar la encuesta durante este viaje, por favor devuelva en su próximo viaje. Gracias.

1. Que hora es? ____ (Hora): ____ (Minutos) (AM PM) (marque ✓ uno)

Esta encuesta es sobre el viaje de autobús de una sola vía que usted está realizando ahora!



2. De donde vienes? (Por favor marcar con ✓ el lugar en donde COMIENZAS TU VIAJE, marque UNA sola respuesta)

- | | | |
|--|---|---|
| <input type="checkbox"/> Trabajo | <input type="checkbox"/> Escuela (K-12) | <input type="checkbox"/> De compras/mandados |
| <input type="checkbox"/> Medico/Salud | <input type="checkbox"/> Universidad | <input type="checkbox"/> Casa |
| <input type="checkbox"/> Social/Personal/Iglesia | <input type="checkbox"/> Recreación | <input type="checkbox"/> Otro (especifique) _____ |

3. ¿Cuál es el NOMBRE, DIRECCIÓN o INTERSECCIÓN más cercana del lugar, negocio, edificio, empresa del que estas viniendo?

 Dirección o Intersección (ejemplo: 1000 Colonial Boulevard, US 41 & Colonial Boulevard)

 Nombre del lugar, negocio o edificio (ejemplo: Edison Mall)

 Ciudad Estado Código Postal

4. ¿Cómo llegó usted a la primera parada de este viaje? (Marque ✓ UNA sola respuesta)

- | | |
|--|--|
| <input type="checkbox"/> Camine ➡ # de cuadras? _____ | <input type="checkbox"/> Me trajeron |
| <input type="checkbox"/> En bicicleta ➡ # de cuadras? _____ | <input type="checkbox"/> Alguien me trajo y se estaciono |
| <input type="checkbox"/> Maneje y estacione ➡ # de millas? _____ | <input type="checkbox"/> Otro (especifique) _____ |

5. ANOTE TODAS las RUTAS en el ORDEN EXACTO que usted usará para completar ESTE VIAJE.

PRIMERA Ruta	SEGUNDA Ruta	TERCERA Ruta	CUARTA Ruta

6. A donde vas? (Por favor marcar con ✓ TU DESTINO FINAL, marque UNA sola respuesta)

- | | | |
|--|---|---|
| <input type="checkbox"/> Trabajo | <input type="checkbox"/> Escuela (K-12) | <input type="checkbox"/> De compras/mandados |
| <input type="checkbox"/> Medico/Salud | <input type="checkbox"/> Universidad | <input type="checkbox"/> Casa |
| <input type="checkbox"/> Social/Personal/Iglesia | <input type="checkbox"/> Recreación | <input type="checkbox"/> Otro (especifique) _____ |

7. ¿Cuál es el NOMBRE, DIRECCIÓN o INTERSECCIÓN más cercana del lugar, negocio, edificio, empresa de tu destino final?

 Dirección o Intersección (ejemplo: 1000 Colonial Boulevard, US 41 & Colonial Boulevard)

 Nombre del lugar, negocio o edificio (ejemplo: Edison Mall)

 Ciudad Estado Código Postal

8. ¿Cómo piensa llegar a su DESTINO FINAL después de bajarse del autobús? (Marque ✓ UNA sola respuesta)

- | | |
|---|--|
| <input type="checkbox"/> Caminando ➡ # de cuadras? _____ | <input type="checkbox"/> Alguien me recogerá |
| <input type="checkbox"/> En bicicleta ➡ # de cuadras? _____ | <input type="checkbox"/> Vine con alguien que maneje y estaciono |
| <input type="checkbox"/> Manejando ➡ # de millas? _____ | <input type="checkbox"/> Otro (especifique) _____ |

9. ¿Cómo harías este viaje, si no usaras el autobús? (marque ✓ UNA sola respuesta)

- | | | |
|------------------------------------|--|---|
| <input type="checkbox"/> Manejando | <input type="checkbox"/> No haría el viaje | <input type="checkbox"/> Mini Moto/Moto |
| <input type="checkbox"/> En taxi | <input type="checkbox"/> En bicicleta | <input type="checkbox"/> Otro (especifique) _____ |
| <input type="checkbox"/> Caminando | <input type="checkbox"/> Manejando con alguien | |

10. ¿Qué tipo de tarifa pagó o usó Ud. por este viaje de autobús?

- (Marque ✓ UNA sola respuesta)
- | | |
|--|---|
| <input type="checkbox"/> Efectivo/Pase de un día (\$1.50) | <input type="checkbox"/> Tarifa Reducida de 31 Días (\$23.00/\$25.00) |
| <input type="checkbox"/> Tarifa Reducida(\$0.75) | <input type="checkbox"/> Pase de 12 Viajes(\$13.50) |
| <input type="checkbox"/> Pase de Todo el Día (\$4.00) | <input type="checkbox"/> Tarifa Reducida de 12 Viajes (\$8.50/\$8.75) |
| <input type="checkbox"/> Pase de 7 Días (\$15.00) | <input type="checkbox"/> Tarifa de Trolley (\$0.75) |
| <input type="checkbox"/> Tarifa Reducida de 7-Días (\$11.00/\$12.00) | <input type="checkbox"/> Tarifa Reducida de Trolley (\$0.35) |
| <input type="checkbox"/> Pase de 31-días (\$40.00) | <input type="checkbox"/> Otro (especifique) _____ |

POR FAVOR CONTINUAR EN LA SIGUIENTE PAGINA ➡

11. En promedio, cuantos días a la semana utilizas el autobús?

- 1 2 3 4 5 6 7
 Una vez al mes o menos Primera vez

12. Por cuanto tiempo has utilizado el servicio de autobús LeeTran?

- Menos de 6 meses De 1 a 2 años
 De 6 meses a 1 año Mas de 2 años

13. Cual es la razón mas importante por la que utilizas el autobús?
(Marque ✓ UNA sola respuesta)

- Prefiero LeeTran a otras opciones El autobús es mas seguro/menos estrés
 El carro no esta disponible todo el tiempo No manejo
 Estacionar es difícil/costoso No tengo carro
 LeeTran es mas conveniente Otro (especifique) _____
 LeeTran cabe en mi presupuesto

14. Es usted residente de los siguientes condados?

- Lee Collier Hendry Charlotte Otro _____

15. Cuantos meses al año resides en el Condado de Lee?

- Menos de un mes De 1 a 6 meses De 6 a 12 meses

16. ¿Cuáles de las siguientes mejoras haría LeeTran mejor para su uso?
(Marque ✓ solo TRESS respuestas)

- Servicio más frecuente en las rutas existentes
 Mejoramiento de las paradas de autobús (refugios y bancos)
 Más bastidores de bicicletas en las paradas de autobús
 Mas basureros en las paradas de autobús
 Menos transferencias entre rutas
 Servicio mas temprano en las rutas existentes
 Servicio prolongado en las rutas existentes
 Mas servicio durante el fin de semana en las rutas existentes
 Mas aceras conectando las paradas de autobús
 Servicio expreso/mas rápido. Donde? (Nombre de la Calle) _____
 Nueva ruta de _____ a _____
 Otro (especifique) _____

17. Son las paradas de autobús accesibles para personas con discapacidades?

- Si No No Se N/A

18. Tiene usted una licencia de conducir vigente? Si No

19. Cuantos vehiculos funcionales (carros, motos, camionetas, vans) hay en tu hogar?
(Marque ✓ UNA sola respuesta)

- 1 2 3 o mas Ninguno

20. Tu edad es?

- 15 o Menos 25 a 34 45 a 54 65 a 74
 16 a 24 35 a 44 55 a 64 Más de 74

21. ¿Cuál es tu genero? Masculino Femenino

22. ¿Es usted hispano, latino o español ? Si No

23. ¿Cuál es su idioma principal?

- Inglés Español Creole Otro (especifique) _____

24. ¿Cuál es su raza o herencia étnica? (Marque solo una respuesta)

- Anglo Negro Asiático
 Nativo de América del Norte Otro (especifique) _____

25. ¿Cuál fue el ingreso total de su hogar en el año 2015?

- Menos de \$5,000 \$20,000 a \$29,999 \$50,000 o mas
 \$5,000 a \$9,999 \$30,000 a \$39,999
 \$10,000 a \$19,999 \$40,000 a \$49,999

26. ¿Que tan satisfecho esta Ud. con cada una de las siguientes preguntas?

Encierre en un círculo su preferencia:	Muy Satisfecho	Neutral	Muy Insatisfecho		
a. Con qué frecuencia los autobuses funcionan en esta ruta	5	4	3	2	1
b. Cortesía del conductor del autobús durante su viaje	5	4	3	2	1
c. Que tan directa es la ruta a su Destino (Pocas paradas)	5	4	3	2	1
d. La longitud de tiempo que su viaje toma	5	4	3	2	1
e. Como en los tiempos de este bus está funcionando hoy	5	4	3	2	1
f. El numero de veces que te tienes que transferir	5	4	3	2	1
g. Calidad de la sombra en la parada de autobús en donde esperaste	5	4	3	2	1
h. Limpieza de las paradas de autobuses	5	4	3	2	1
i. Lo fácil que es usar la información de programación de bus	5	4	3	2	1
j. Seguridad en el autobús y en las paradas	5	4	3	2	1
k. Su satisfacción general con LeeTran	5	4	3	2	1

GRACIAS POR COMPLETAR ESTA ENCUESTA!







Sondaj Moun Ki Monte Bis LeeTran (2016)

LeeTran bezwen èd-ou pou amelyore sèvis bis nan Konte Lee an. Tanpri ede nou sèvi ou pi byen lè ou ranpli sondaj sa a epi retounen li bay noum ki bay sondaj la oswa nenpòt chofè LeeTran. Si ou pa gen tan pou ranpli sondaj la pandan wwayaj bis sa a, tanpri retounen li nan pwòchèn wwayaj ou an. Mèsi.

1. Ki lè li ye **KOUNYE A?** _____(Lè): _____(Minit) (**AM PM**) (Silvoupilè sèke youn)

Sondaj sa a se sou wwayaj **ALE SÈLMAN** ou ap fè kounye a!

Egzanp wwayaj Bis Ale Sèlman				
	LAKAY (KÒMAN)	PREMYE BIS	DEZYÈM BIS	TRAVAY (FEN)

2. Ki **JAN DE KOTE** ou **SOTI KOUNYE A?** (Silvoupilè kote ou Kòmanse wwayaj **ALE SÈLMAN SA**) (Silvoupilè seke youn)

<input type="checkbox"/> Travay	<input type="checkbox"/> Lekòl (K-12)	<input type="checkbox"/> Fè Makèt/ Fè komisyon
<input type="checkbox"/> Medikal	<input type="checkbox"/> Kolèj/Teknik	<input type="checkbox"/> Lakay
<input type="checkbox"/> Sosyal/Pèsonèl/Legliz	<input type="checkbox"/> Rekreyasyon	<input type="checkbox"/> Lòt (prezize) _____

3. Ki **ADRÈS** la, **NON** an, **OSWA INTÈSEKSYON** Ki pi pre **PLAS** la, **BIZNIS** la, **OSWA BILDING** ou soti ladan **KOUNYE A?**

Adrès oswa entèseksyon (Pa egzamp, 1000 Colonial Boulevard, US 41 & Colonial Boulevard)

Non Kote a, Biznis la, oswa Bilding la (pa egzamp, Edison Mall)

VII _____ Eta _____ Zip Kòd _____

4. Kijan ou fè rive nan premye estasyon bis sa pou **VWAYAJ ALE SÈLMAN SA?** (Silvoupilè ✓ sèlman **YOUN**)

<input type="checkbox"/> Mache ➡ # Katye? _____	<input type="checkbox"/> Te depoze
<input type="checkbox"/> Bisiklèt ➡ # Katye? _____	<input type="checkbox"/> Te kondi ak yon moun ki pake
<input type="checkbox"/> Kondi & Pake ➡ # miles? _____	<input type="checkbox"/> Lòt (prezize) _____

5. **SITE TOUT** rout bis yo nan lòd agzat ke out te itilize pou wwayaj **ALE SÈLMAN SA A:**



6. Ki **JAN DE KOTE** ou pwale **KOUNYE A NAN VWAYAJ ALE SÈLMAN SA?** (Silvoupilè ✓ Kote ou rive nan wwayaj **ALE SÈLMAN SA**) (Silvoupilè ✓ Youn sèlman)

<input type="checkbox"/> Travay	<input type="checkbox"/> Lekòl (K-12)	<input type="checkbox"/> Fè Makèt/Fè Komisyon
<input type="checkbox"/> Medikal	<input type="checkbox"/> Kolèj/Teknik	<input type="checkbox"/> Lakay
<input type="checkbox"/> Sosyal/Pèsonèl/Legliz	<input type="checkbox"/> Rekreyasyon	<input type="checkbox"/> Lòt (prezize) _____

7. Ki **ADRÈS** la, **NON** an, **OSWA INTÈSEKSYON** Ki pi pre **PLAS** la, **biznis** la, **OSWA BILDING** ou pwale **KOUNYE A?**

Adrès oswa entèseksyon (pa egzamp, 1000 Colonial Boulevard, US 41 & Colonial Boulevard)

Non Kote a, Biznis la, oswa Bilding la (pa egzamp, Edison Mall)

VII _____ Eta _____ Zip Kòd _____

8. Aprè ou desann denyè bis ou ap itilize ou fini **VWAYAJ ALE SÈLMAN SA**, kijan ou ap fè ale nan **DESTINASYON FINAL** OU A ? (Silvoupilè ✓ sèlman **YOUN**)

<input type="checkbox"/> Mache ➡ # katye? _____	<input type="checkbox"/> Yo ap vin pran ou
<input type="checkbox"/> Bisiklèt ➡ # katye? _____	<input type="checkbox"/> Kondi ale ak yon moun ki te pake
<input type="checkbox"/> Kondi ➡ # miles? _____	<input type="checkbox"/> Lòt (prezize) _____

9. Kijan ou ka fè wwayaj ale sèlman sa a, si ou pa pran bis? (Silvoupilè ✓ sèlman **YOUN**)

<input type="checkbox"/> Kondi	<input type="checkbox"/> Pa tap kapab ale	<input type="checkbox"/> Mopèd/Eskoutè
<input type="checkbox"/> Taksì	<input type="checkbox"/> Bisiklèt	<input type="checkbox"/> Lòt (Prezize)
<input type="checkbox"/> Mache	<input type="checkbox"/> Pran woulib	

10. Ki Kalite pri tikè out te peye lè ou te monte **NAN BIS SA?** (Silvoupilè ✓ sèlman **YOUN**)

<input type="checkbox"/> Lajan Kach/Pas yonsèl wwayaj (\$1.50)	<input type="checkbox"/> Pas Rabè 31 Jou (\$23.00/\$25.00)
<input type="checkbox"/> Pri Rabè Kach (\$0.75)	<input type="checkbox"/> Pas 12-Vwayaj (\$13.50)
<input type="checkbox"/> Pas Tout Jounen (\$4.00)	<input type="checkbox"/> Pas Rabè 12-Vwayaj (\$6.50/\$6.75)
<input type="checkbox"/> Pas 7 Jou (\$15.00)	<input type="checkbox"/> Pri Charyo (\$0.75)
<input type="checkbox"/> Pas Rabè 7- Jou (\$11.00/\$12.00)	<input type="checkbox"/> Rabè Pri Charyo (\$0.35)
<input type="checkbox"/> Pas 31 jou (\$40.00)	<input type="checkbox"/> Lòt (Prezize) _____

TANPRI KONTINYE NAN DO SONDAJ LA ➡

11. An mwayèn, konbyen jou nan yon semèn ou monte bis la?

1_ 1 2_ 2 3_ 3 4_ 4 5_ 5 6_ 6 7_ 7

1_ Yon fwa pa mwa oswa mwen 2_ Premye fwa m' monte

12. Depi Konbyen tan ke ou ap itilize sévis bis LeeTran?

1_ Mwen ke 6 mwa 2_ 1 a 2 ane

3_ Ant 6 mwa ak 1 ane 4_ Plis ke 2 ane

13. Pouki rezon ki pi enpòtan ke ou monte bis la? (Silvouplè (Sèlman YOUN))

1_ Mwen prefere LeeTran ke lò opsyon yo 2_ Bis la pi an sekirite/mwens estrès
 3_ Machin pa dispomib pou moman sa 4_ mwen pa kondi
 5_ Pakin koute twò chè/difisil 6_ Mwen pa genyen machin
 7_ Lee Tran pi fasil 8_ Lòt (presize) _____
 9_ Lee Tran mache pi byen ak bijè

14. Èske w se yon rezidan nan nenpòt nan konte sa yo?

1_ Lee 2_ Collier 3_ Hendry 4_ Charlotte 5_ Other _____

15. Konbyen mwa nan ane a ke ou abite nan Lee County?

1_ Mwen ke yon mwa 2_ 1 a 6 mwa 3_ 6 a 12 mwa

16. Ki twa nan amelyorasyon sa yo ta fè LeeTran pi bon pou ou sévi ak? (Silvouplè ✓ TWA (3) SÈLMAN)

1_ Sévis pi souvan sou wout ki egziste deja
 2_ Amelyorasyon nan estasyon bis yo (chèlètè ak chèz)
 3_ Plis Kazyè bisiklèt nan estasyon bis yo
 4_ Plis bwat fatra nan estasyon bis yo
 5_ Mwen transfè e ki pi fasil
 6_ Sévis pi bonè nan wout ki egziste deja
 7_ Sévis pi ta nan wout ki egziste deja
 8_ Plis sévis nan fen semèn sou wout ki egziste deja
 9_ Plis twotwa ki konekte ak estasyon bis yo
 10_ Ekspres/sévis ki pi vit. Ki kote? (Non Rout la) _____
 11_ Ajoute nouvo route ki soti nan _____ a _____
 12_ Lòt (Presize) _____

17. Èske estasyon bis yo fasil pou yon moun ki gen yon andikap?

1_ Wi 2_ Non 3_ Pa sèten 4_ Pa Aplike

18. Èske ou gen yon lisans chofè ki valab? 1_ Wi 2_ Non

19. Konbyen machin ki travay (automobil, motosiklèt, kamyon, Kamyonèt) ou genyen lakay ou? (✓ sèlman YOUN)

1_ 1 2_ 2 3_ 3 Oswa pli 4_ Okenn

20. Laj ou se?

1_ 15 oswa anba 2_ 25 a 34 3_ 45 a 54 4_ 65 a 74

5_ 16 a 24 6_ 35 a 44 7_ 55 a 64 8_ Plis ke 74

21. Ki sa ki sèks ou? 1_ Gason 2_ Fi

22. Èske ou Panyòl, Latèn, oswa Orijin Panyòl? 1_ Wi 2_ Non

23. Ki sa ki Langag prensipal ou?

1_ Anglè 2_ Panyòl 3_ Kreyòl 4_ Lòt (Presize) _____

24. Ki sa ki ras ou oswa eritaj etnik ou? (Silvouplè ✓ sèlman YOUN)

1_ Blan 2_ Nwa/Afriken Ameriken 3_ Azyatik

4_ Endyen Ameriken oswa Natifnatal Alaska 5_ Lòt (Presize ki) _____

225. Ki sa ki te nivo revni total moun lakay ou te fè an 2015?

1_ Anba \$5,000 2_ \$20,000 a \$29,999 3_ \$50,000 oswa plis

4_ \$5,000 a \$9,999 5_ \$30,000 a \$39,999

6_ \$10,000 a \$19,999 7_ \$40,000 a \$49,999

226. Kijan ou satisfè ak chak sa ki annapre yo? Sèke yon pwèn pou chak karakteristik

Tanpri Endike	Tre Satisfè	Netral	Vreman pa Satisfè
a. Chak kilè bis yo kouri sou wout sa a	5	4 3	2 1
b. Ki jan jantiyès operatè bis la te ye pandan vwayaj ou	5	4 3	2 1
c. Ki jan dirèkteman wout sa a ale nan destinasyon ou	5	4 3	2 1
d. Kantite tan vwayaj ou an pran	5	4 3	2 1
e. Ki jan alè bis sa a ap kouri jodi a	5	4 3	2 1
f. Kombyen fwa ou gen pou ou transfere	5	4 3	2 1
g. Ki jan lonbraj la oswa chèlètè a te ye kote ou te rete tann	5	4 3	2 1
h. Ki jan pwòp bis yo ak estasyon bis yo ye	5	4 3	2 1
i. Kijan li sasil pou itilize enfòmasyon orè bis la	5	4 3	2 1
j. Sekirite nan bis ak nan estasyon bis yo	5	4 3	2 1
k. Satisfaksyon an jeneral ou ak LeeTran	5	4 3	2 1

MÈSI POU RANPLI SANDAJ LA!

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Input sought: 10-year plan for LeeTran in the works

August 4, 2016

By TIFFANY REPECKI (trepeck@breezenewspapers.com) , Cape Coral Daily Breeze

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Lee County Transit is looking for feedback from the public on its 10-year plan for LeeTran.

Two meetings are scheduled to collect input on the proposed Transit Development Plan for 2017-26. It will serve as a guide to help shape the future of public transit service and operations in Lee County.

"We do this every five years," Lee County Transit Director Steve Myers said, noting that gathering input is a big part. "It's for services recommended to be provided over the 10-year planning horizon."

The meetings will take place on Tuesday, Aug. 9, from 10 a.m. to noon and again from 4 to 6 p.m. on the First Floor of the Lee County Administration East Building, at 2201 Second St. in Fort Myers.

The public is encouraged to attend and provide input.

"The plan is pretty much in a draft form at this point," he said.

Fact Box

If you go

What

Two public meetings

When

Aug. 9 from 10 a.m. to noon and from 4 to 6 p.m.

Where

Lee County Administration East Building, 2201 Second St., Fort Myers

Why

To provide input to LeeTran for use as it updates its Transit Development Plan for 2017-26

It will be presented to attendees for them to review.

Some of the proposed changes range from improving the frequency of the existing bus routes and installing more weekend and late night routes, to providing more bus shelters and passenger amenities.

For example, a bus route with a 60-minute frequency could change to a 30--minute frequency.

Myers noted that out of the 24 total LeeTran routes, 18 have proposed improvements.

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Six routes are being considered for expanded service - earlier, later or weekend.

"Certain improvements are prioritized," he said.

"We try to take a lot from the Transit Development Plan to inform us," Myers added.

The proposed plan calls for \$50,000 in infrastructure improvements, which includes the addition of more bus shelters and benches, along with the installation of bicycle racks at bus stops and signs.

"We try to gather as much information as we can about what the particular interests are," he said.

For example, staff have been meeting with stakeholders and community leaders to get their feedback, as well as conducting surveys of bus users and non-users. Social media even had a hand this time.

"We enhanced our feedback effort a little bit this year," Myers said.

"Each group is different in their viewpoints," he added.

The proposed plan has an operating cost of approximately \$330 million over the 10-year period, with a shortfall of about \$70 million. Myers explained that this is where public input dictates prioritization.

"Which ones of those (projects) would be first in line to be completed?" he asked.

Myers pointed out that any capital projects must be part of the plan.

"We've been working on this since late last year," he said.

Following next week's meetings, the feedback will be incorporated into the Transit Development Plan immediately. The proposal then goes before the Lee County Commission on Aug. 16 for approval.

For more information, call 239-LEE-TRAN (533-8726) or visit: [HYPERLINK *www.RideLeeTran.com/*http://www.rideleetrans.com/](http://www.RideLeeTran.com).

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Meetings set on LeeTran plan

Text: T T



Two public meetings are slated to gather input for Lee County Transit to use as it updates its Transit Development Plan for the years 2017-2026. This plan will serve as a guide to help shape the future of public transit service and operations in Lee County.

LeeTran will host meetings from 10 a.m. to noon and again from 4 to 6 p.m. Tuesday, Aug. 9, at the Lee County Administration East building, 2201 Second Street, first floor, Fort Myers.

Prior to those dates, the TDP proposed plan will be presented to the Lee County Metropolitan Planning Organization's Technical and Citizen Advisory Committees on Aug. 4, which provides additional opportunity for public comment.

People who would like to offer comments, but are unable to attend the workshop, can make submission in writing sent to the attention of Tara Crawford at Tindale Oliver, 135 W Central Boulevard, Suite 450, Orlando, Florida 32801. For more on LeeTran see rideleetrans.com.

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Mobile Lee 10- Year Transit Development Plan



Agenda

- What is the TDP?
- Public Involvement
- Existing Conditions
- Peer and Trends Review
- Goals
- Transit Alternatives
- Funding and Revenue Sources
- Next Steps

What is the TDP?

- Strategic Plan for Transit Service
 - FDOT requirement
 - 10-year plan
 - Evaluation of demographic and travel behavior characteristics
 - Assessment of existing transit service
 - Public involvement and outreach efforts
 - Determination of transportation needs
 - Service and implementation plan development
- Difference from Prior TDPs
 - Expanded Public Outreach
 - Focus on improving existing services

Key Elements of TDP Process



Public Involvement

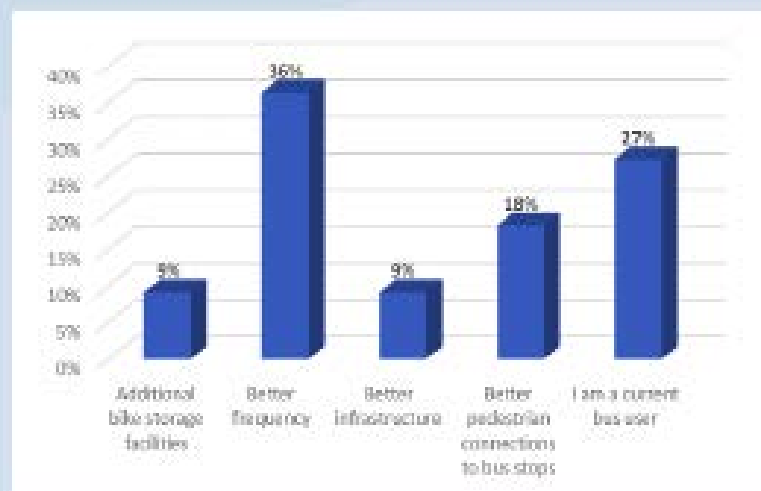
- Public Outreach Process
 - Review Committee
 - Question of the Week
 - Stakeholder interviews
 - Discussion Group/Workshops
 - Community Events
 - Bus operator interviews
 - On-board Survey
 - Web and email based outreach
 - Social media



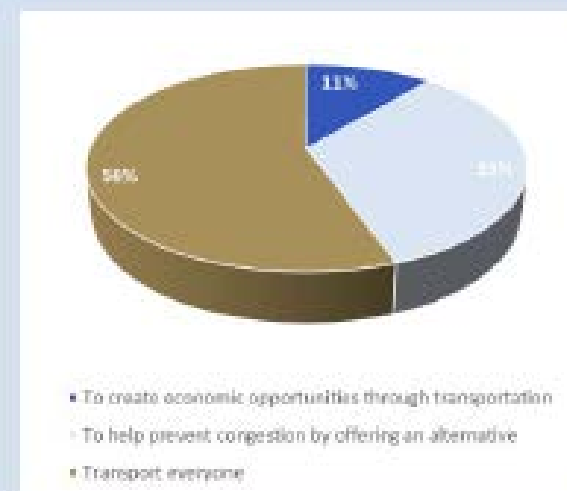
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Question of the Week

- What kind of improvements would encourage respondent to use LeeTran bus service?



- What is the primary role of LeeTran's service?



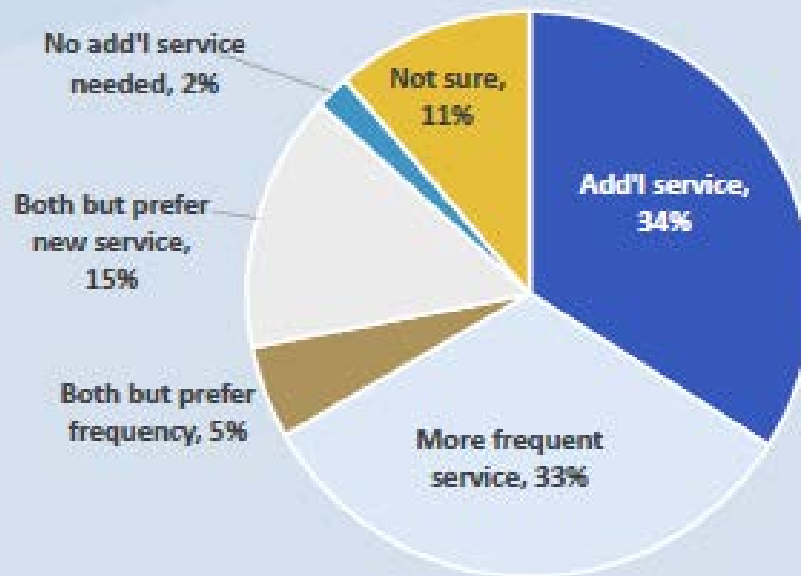
Stakeholder Interviews

- **Perception of Transit:**
 - Existing service reasonable meets the needs of trans-dependent riders including workers, elderly, low income, persons with disabilities
- **Future Role of Transit:**
 - Increased frequencies, improvement of routes
- **Technologies**
 - Bus-tracking app with real-time information
- **Funding**
 - Existing fare is reasonable; Split opinion on taxes, would consider tourist tax, PPP, ad valorem taxes, partnership with cities, user fees, and non-local (state and federal) sources
- **Marketing and Branding**
 - Satisfactory, could focus more on education of service options and highlight positive personal stories on individual riders

Public Workshops/ Discussion Groups

- 5 community events →
- 150+ comments received

- Cape Coral Library
- East County Regional Library
- Estero Recreation Center
- FGCU
- Fort Myers Regional Library



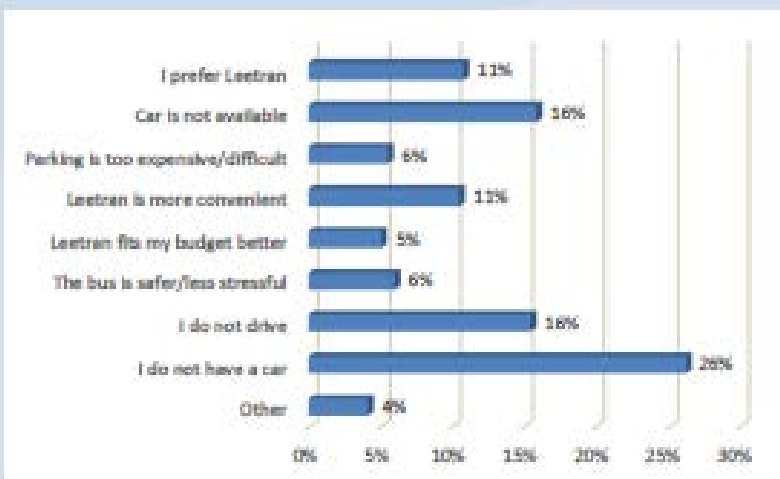
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Bus Operator Interviews

- **Overall Operations**
 - LeeTran is dedicated to providing excellent customer service
- **Service:**
 - Scheduling improvements are needed to improve connectivity among routes and on-time performance
- **Safety Concerns:**
 - Visibility concerns around bus stops and shelters, rear-end collisions
- **Technology:**
 - Need better fareboxes and automated stop announcements
- **Issues facing Lee County transit riders:**
 - Frequency of service, timely connections, reliable service

On-Board Survey

Reasons to Ride Transit



• Most Needed Improvements

- More frequent service
- Later service
- Weekend service
- Bus stop improvements and amenities (shelters, benches, bike racks, trash cans)

• Typical Rider Characteristics

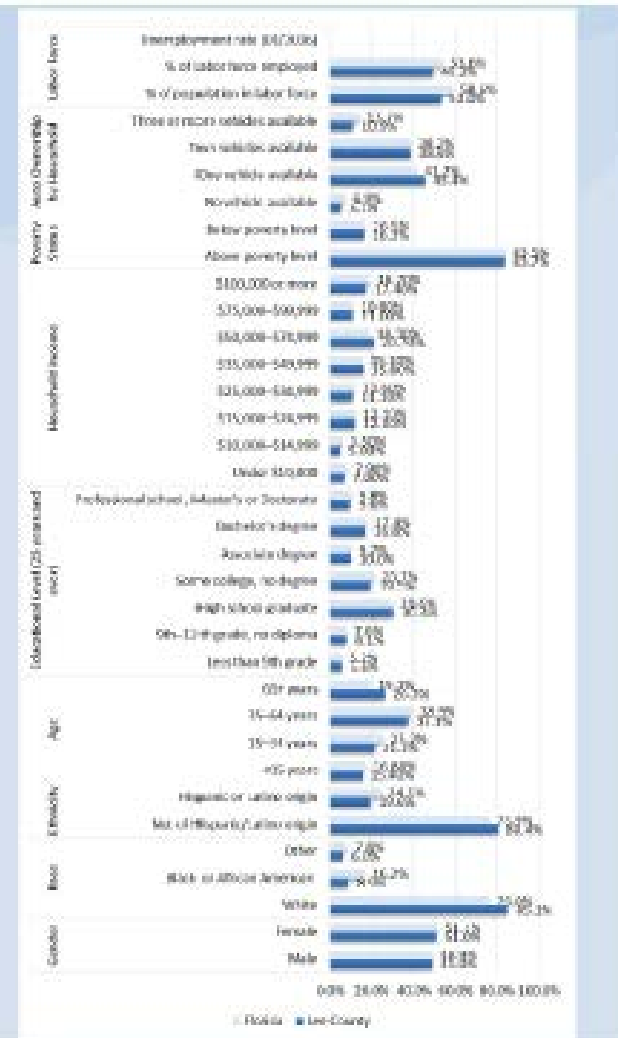
- Majority white, female, between 16- 24 yrs, income of > \$19,000

On-Board Survey Results

- 3,279 surveys collected
- Top origins & destinations: home & work
- 74% walked to the bus stop & 80% walked to their final destination
- 58% ride the bus because they do not have access to private automobile transport
- If not for the bus, 21% would walk & 20% wouldn't make the trip
- 47% have been using LeeTran for more than 2 years
- 33% pay cash fare

Background Assessment

- 5% of households have 0 vehicles available
- 16% of the population are below the poverty level
- 26% of the population are 65 years or older
- 45% have only 1 vehicle available



Background Assessment

- County population increased 50% from 2000 to 2015
- 86% of residents work in Lee County
- 82% drive alone to work
- 42% have commute times of 30 or more minutes

Characteristics	Lee	Florida
Place of Work:		
Worked in Florida State		98.8%
Worked inside county of residence	86.1%	
Worked outside county of residence	11.9%	
Worked outside Florida State	2.0%	1.2%
Means of Transportation to Work (Workers 16 years and over)		
Car, truck, or van – drove alone	81.5%	79.7%
Car, truck, or van – carpooled	8.5%	9.1%
Public transportation	0.9%	2.1%
Walked	0.9%	1.4%
Other means	2.9%	2.3%
Worked at home	5.3%	5.4%
Travel Time to Work (Workers 16 years and over who didn't work at home)		
Less than 10 minutes	8.1%	9.4%
10–14 minutes	12.4%	12.3%
15–19 minutes	16.0%	15.6%
20–24 minutes	15.4%	16.0%
25–29 minutes	6.2%	6.8%
30 or more minutes	41.9%	39.4%

Traditional Markets

- Analyzed

- Older Adults
- Youth: < 15 yrs old
- Below the poverty level (\$25,000 for 4-person HH)
- 0-Vehicle HH

- Findings

- Limited or no transit access along Iona/McGregor portion, the area in Cape Coral, and along Immokalee Road



Discretionary Markets

- Density Analysis using Industry-based thresholds

Level of Transit Investment	Dwelling Unit Density Threshold ¹	Employment Density Threshold ²
Minimum Investment	4.5-5 dwelling units/acre	4 employees/acre
High Investment	6-7 dwelling units/acre	5-6 employees/acre
Very High Investment	≥8 dwelling units/acre	≥7 employees/acre

- Findings

- Existing transit-supportive areas are within proximity to some level of existing LeeTran service
- Future growth in several existing transit-supportive areas



Performance Peer Group

- Charleston Area Regional Transportation Authority - Charleston, SC



- Corpus Christi Regional Transportation Authority – Corpus Christi, TX



- Knoxville Area Transit – Knoxville, TN



- Sarasota County Area Transit – Sarasota, FL



- SunLine Transit Agency - Thousand Palms, CA



- Winston-Salem Transit Authority - Trans-Aid of Forsyth County - Winston-Salem, NC



- Worcester Regional Transit Authority – Worcester, MA



- Volusia County Transit (Votran) – Daytona Beach, FL



Peer & Trend Review

- FY14 data used based on latest National Transit Database data available for all peer agencies
- LeeTran reduced service in FY14, service was restored in FY15
- LeeTran and many of its peers have experienced ridership declines in FY15 due to reductions in gas prices

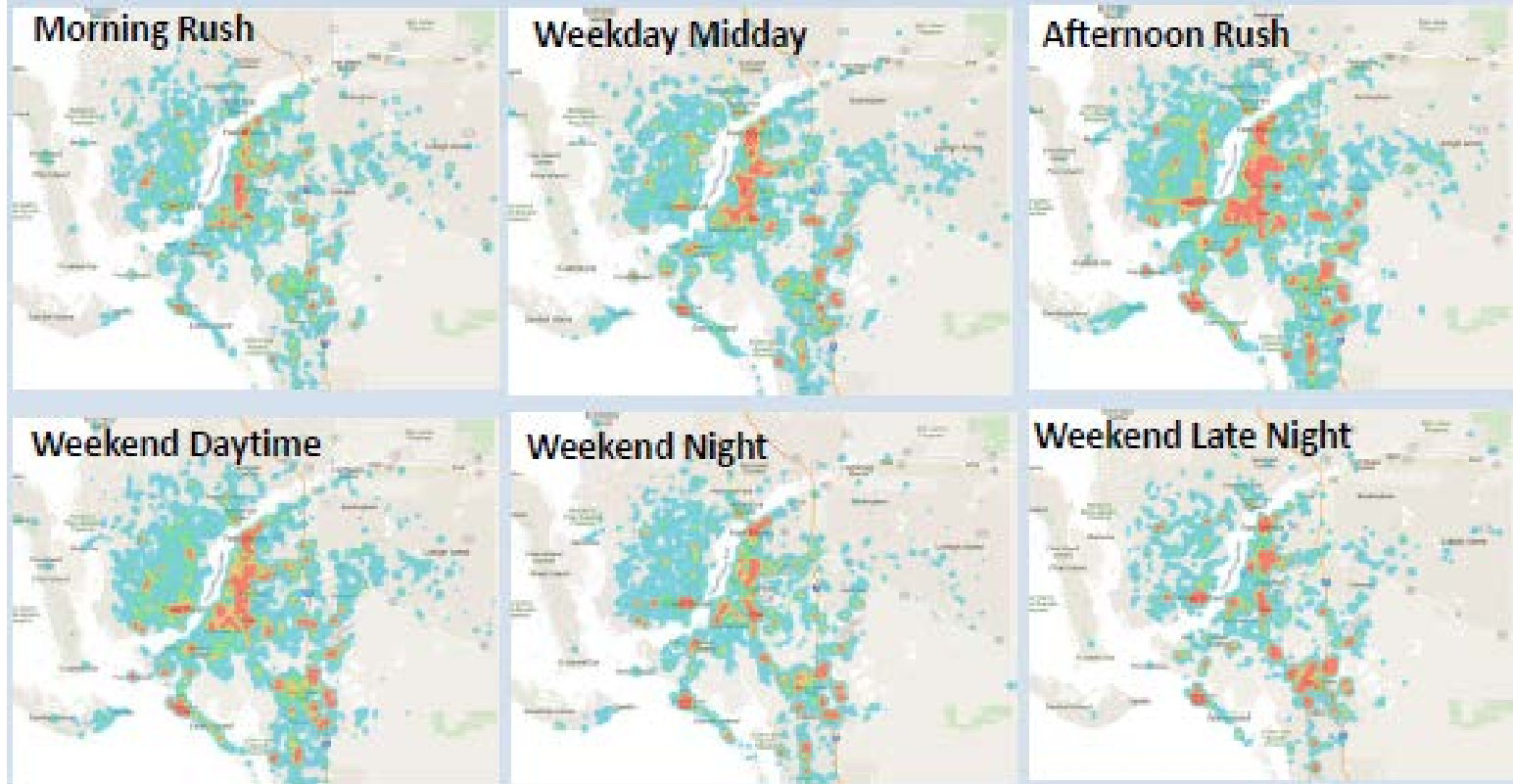


Tindale Oliver

Peer & Trend Review Overview

Metric	Performance Measure	Findings
Performance	Passenger Fare Revenue	Trend: +30% (strength)
		Peer: +19% above peer group mean (strength)
Effectiveness	Passenger trips per revenue hour	Trend: +33% (strength)
		Peer: +5% above peer group mean (strength)
Efficiency	Operating expense per passenger trip	Trend: -19% (strength)
	Operating expense per revenue mile	Trend: +18% (challenge)
		Peer: -15% below peer group mean (strength)

Lee County Uber Hotspots



Goals (2012 & 2017)

- Goal 1: Increase the market share for transit
- Goal 2: Provide a high quality service
- Goal 3: Build meaningful community partnerships
- Goal 4: Ensure the long-term viability and stability of the service



LeeTran TDP Operating Improvements - Unfunded

- New service – two limited stop express route overlays for existing service lines
 - Lehigh Acres to Fort Myers
 - Cape Coral to Fort Myers
- Add Sunday service - six routes (5, 10, 30, 40, 60, and 130)
- Extend service hours earlier morning or later evening – four routes (60, 120, 240, 600)

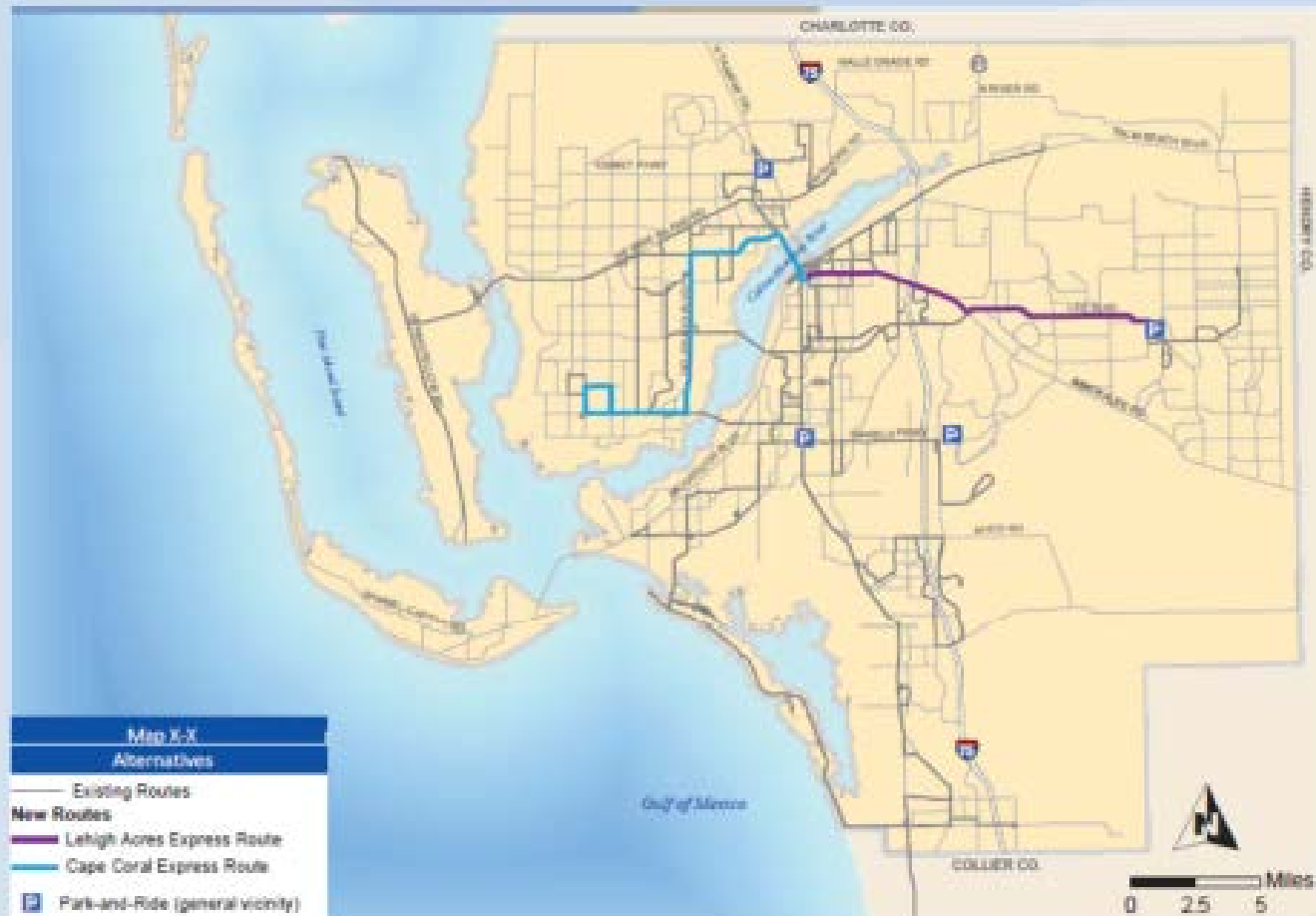
LeeTran TDP Operating Improvements - Unfunded

- Frequency improvements
 - 20 minutes – Route 140
 - 25 minutes – Route 100
 - 30 minutes – Routes 50, 60, 70, 400, 410, and 490
 - 45 minutes – Routes 15, 140 Sunday, 130 weekday
 - 60 minutes – 5, 40, 120, 150, 590, and 600
 - 90 minutes – 130 Saturday
- Planning and Operational Studies

LeeTran TDP Capital Improvements

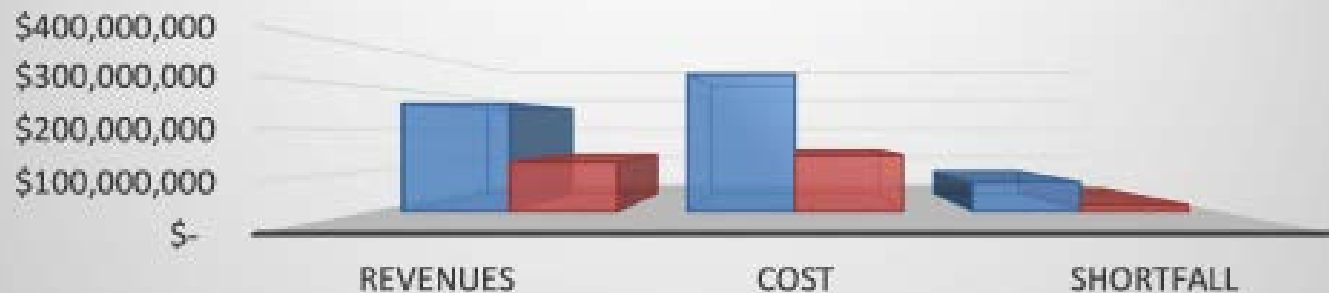
- Replacement and Expansion Vehicles - \$75.5M
 - Bus – 52 Replacement / 13 Expansion / 10 Spares
 - Paratransit – 74 Replacement / 8 Expansion / 16 Spares
 - Vanpool – Capital Lease Vehicle Options Funding
 - Support Vehicles – 36 Replacement / 7 Expansion
- Infrastructure – \$54.2M
 - Shelters, Bike Racks, ADA improvements, Park-and-ride, Transfer centers, miscellaneous capital
- Technology - \$6.4M
 - Mobile payment and back-office infrastructure, trip planner, etc.

MobileLee Alternatives



Financial Summary

LeeTran TDP FY2017 - FY2026 Financial Summary



	Revenues	Cost	Shortfall
Operating	\$259,535,422	\$329,993,625	\$70,458,202
Capital	\$120,059,308	\$136,184,955	\$16,125,647

Operating Capital

Potential Local Funding Sources

Revenue Source	Capital	Operating
Impact Fees/Mobility Fees	X	
Fuel Tax	X	X
Sales Tax	X	X
Ad Valorem/General Fund	X	X
Municipal Services Taxing Unit (MSTU)	X	X
Municipal Services Benefit Unit (MSBU)	X	X
Prop-Share/Mitigation Assessment Fees	X	X
Transfer Fees	X	X
Special Assessments	X	X
Public/Private Partnerships	X	X

Next Steps

- MPO Committees/Board Presentations – August 2016
- Final Review Committee Meeting – August 2016
- Lee County BoCC approval – August 16, 2016
- Submittal to FDOT – September 1, 2016

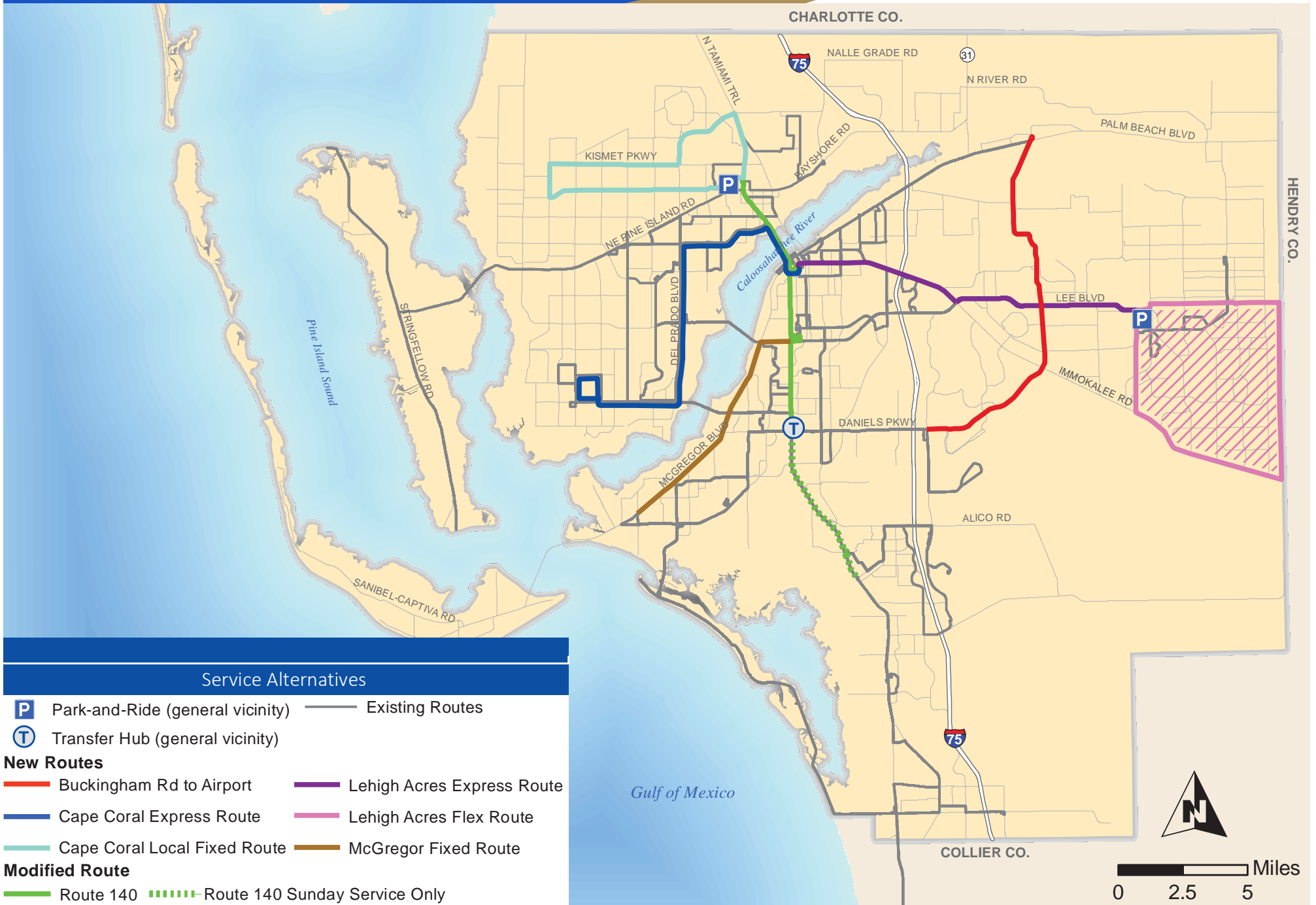
Questions



TindaleXOliver

Appendix C: LeeTran Vision/Additional Potential Alternatives

LeeTran Transit Development Plan





2015

Growing Transit in Lee County



DRAFT:
June 18, 2015

Prepared by:
LeeTran Planning Department
3401 Metro Parkway
Fort Myers, Florida 33901

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INTRODUCTION

Based on numbers provided by the Bureau of Economic and Business Research (BEBR), population in Lee County has grown 32% over the past 10 years. With this influx in population many county agencies and services have established growth plans or have made accommodations to provide for the growing market. LeeTran has experienced growth over the past ten years in terms of annual passenger trips, but has not matched the increase in passenger trips with a subsequent increase in operating hours. Table 1 below illustrates the difference in county population and LeeTran services over a 10 year period from 2004 to 2014.

TABLE 1

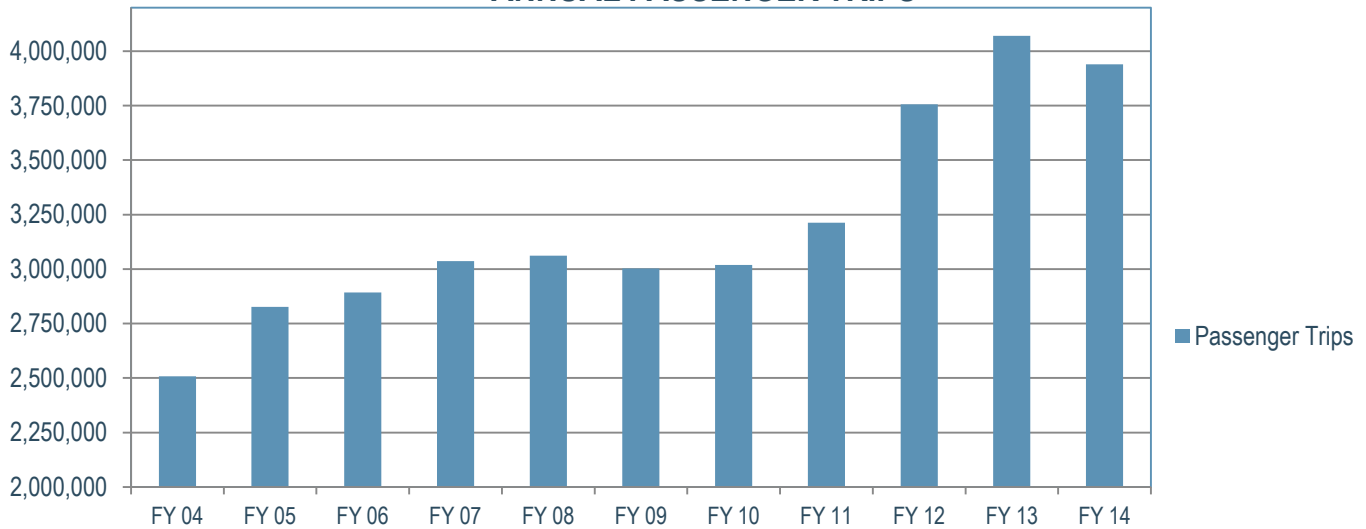
FISCAL YEAR	POPULATION <i>(Source: Bureau of Economic and Business Research)</i>	¼ MILE TRANSIT SERVICE AREA POPULATION	PERCENTAGE OF POPULATION WITHIN SERVICE AREA	PASSENGER TRIPS	REVENUE MILES	REVENUE HOURS	TOTAL NUMBER OF ROUTES	TOTAL NUMBER OF REVENUE VEHICLES IN SERVICE
2004	512,180	373,498	72%	2,508,407	2,806,691	172,597	20	57
2014	679,513	470,588	69%	3,943,087	3,074,944	178,579	26	59
<i>Difference</i>	<i>32% Increase</i>	<i>25% Increase</i>	<i>3% Decrease</i>	<i>57% Increase</i>	<i>1% Increase</i>	<i>3.4% Increase</i>	<i>30% Increase</i>	<i>3.5% Increase</i>

Source: The National Transit Database LeeTran Annual Reports (Fiscal Year 2004 & 2014)

While most factors are showing an increase, the percentage of citizens living within the LeeTran service area has declined. LeeTran has added a total of 6 new routes in the past ten years, and has increased service hours by 3.4 %. The population has increased by 32%, but LeeTran’s annual revenue mileage has not shown a significant increase. The number of passenger trips has increased significantly in the past ten years; however this number has leveled in recent years. LeeTran’s budget and revenue hours have not increased at the same rate of Lee County’s population growth or with the increase in demand of service.

CHART 1

ANNUAL PASSENGER TRIPS



Source: LeeTran Planning Annual Passenger Trip Data

Revenue Hours	FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14
	172,597	179,632	181,151	184,523	185,785	184,162	184,477	179,872	182,972	183,857	178,752

FIXED ROUTE IMPROVEMENTS

Traditional fixed route service accommodates higher passenger volumes than circulator and flex services, operates on major corridors, and offers faster travel options to connect employment and/or activity centers with residential areas. It represents a middle ground between high accessibility circulator service and lower accessibility, higher speed express and Bus Rapid Transit (BRT) service. Proposed improvements to existing fixed route service include reducing headway by increasing frequency and the addition of later operating hours and service days. The headway of existing routes will be reduced from estimated average weekday headway of 67 minutes to 38 minutes when these improvements are fully implemented.

Increase Frequency, Hours and Service Days.

Phase 1 – Is intended to provide better levels of service by reducing headways, primarily on Saturday and Sundays and in some cases adding new service. Service improvements in this phase require minor capital investment. (See Table 2 and Map 1)

- **Enhancements to 11 routes**
- **2 new vehicles**
- **23,006.69 additional operating hours**
- **Operating Cost: \$1,454,009.43**
- **Capital Cost: \$1,300,000.00**

Phase 2 – This phase is intended to reduce headways on Weekday and Saturday services. There is an increase in capital investment. (See Table 3 and Map 2)

- **Enhancements to 6 routes**
- **8 new vehicles**
- **35,053.96 additional operating hours**
- **Operating Cost: \$2,085,009.54**
- **Capital Cost: \$5,200,000.00**

Phase 3 – This phase is intended to reduce headways on Weekdays, Saturdays and Sundays. There is an increase in capital investment. (See Table 4 and Map 3)

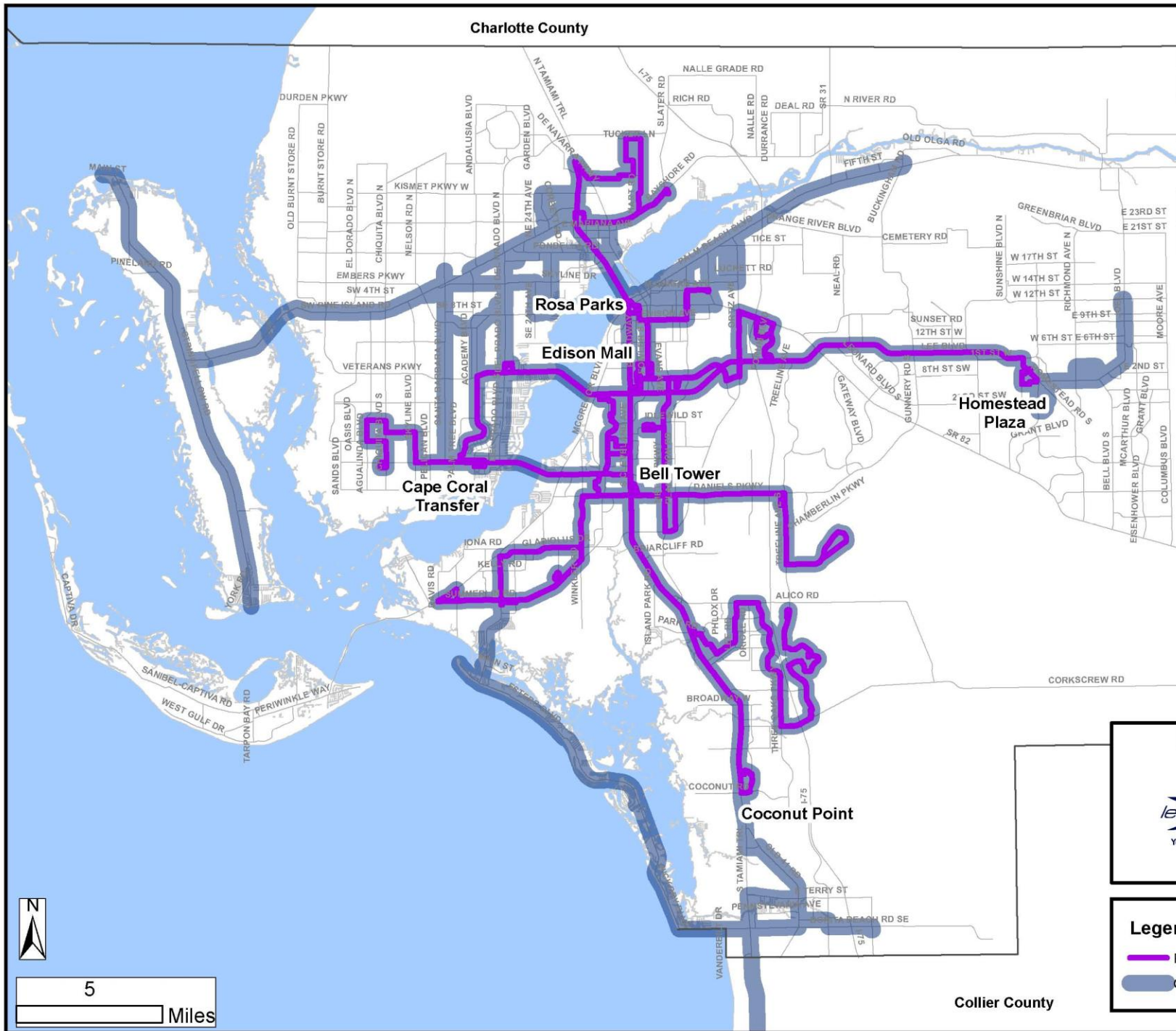
- **Enhancements to 6 routes**
- **9 new vehicles**
- **39,225.86 additional operating hours**
- **Operating Cost: \$2,333,154.15**
- **Capital Cost: \$5,850,000.00**

Phase 4 – This phase is intended to reduce headways on Weekday, Saturday and Sunday service. There is an increase in capital investment. (See Table 5 and Map 4)

- **Enhancements to 5 routes**
- **4 new vehicles**
- **25,281.32 additional operating hours**
- **Operating Cost: \$1,503,732.91**
- **Capital Cost: \$2,600,000.00**

**TABLE 2
PHASE 1 ENHANCEMENTS**

ROUTE	CURRENT SERVICE				PROPOSED SERVICE							
	CURRENT HEADWAY	DAYS OF SERVICE	DAILY OPERATING HOURS	BUSES IN OPERATION	PROPOSED IMPROVEMENT	NEW HEADWAY	DAYS	DAILY OPERATING HOURS	NEW BUSES	ANNUAL OPERATING HOURS	ANNUAL OPERATING COST	
60					New Service Day	60	Sundays	16.98		882.96	\$62,893	
140	60 Minutes	Sundays	43.58	3	Reduce Headway	30	Sundays	41		2,132.00	\$126,811	
30					New Service Day	60	Sundays	26.23		1,363.96	\$89,142	
120	100 Minutes	Sundays	10.42	1	Reduce Headway	80	Sundays	15.67		814.84	\$48,467	
10					New Service Day	85	Sundays	13.5		702.00	\$50,003	
80					New Service Day	85	Saturdays	12.42		645.67	\$45,991	
80					New Service Day	85	Sundays	12.5		650.00	\$46,300	
110	60 Minutes	Weekdays	33.41	2	Reduce Headway	30	Weekdays	27.66	2	6,970.32	\$414,595	
590	110 Minutes	Sundays	10.1	1	Reduce Headway	60	Sundays	10		520.00	\$30,930	
5					New Service Day	80	Sundays	13.83		719.16	\$51,226	
50	120 Minutes	Sundays	13.05	1	Reduce Headway	50	Sundays	13		676.00	\$40,208	
130	120 Minutes	Saturdays	14.58	2/1	Reduce Headway	60	Saturdays	15		780.00	\$46,394	
130					New Service Day	60	Sundays	27.84		1,447.68	\$94,613	
									PHASE 1 TOTAL	2	19,148.29	\$1,147,573



Phase 1



Your Ride Is Here.

Prepared by
Planning

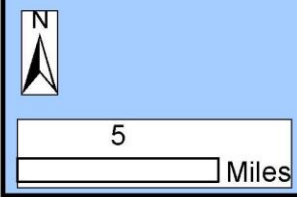
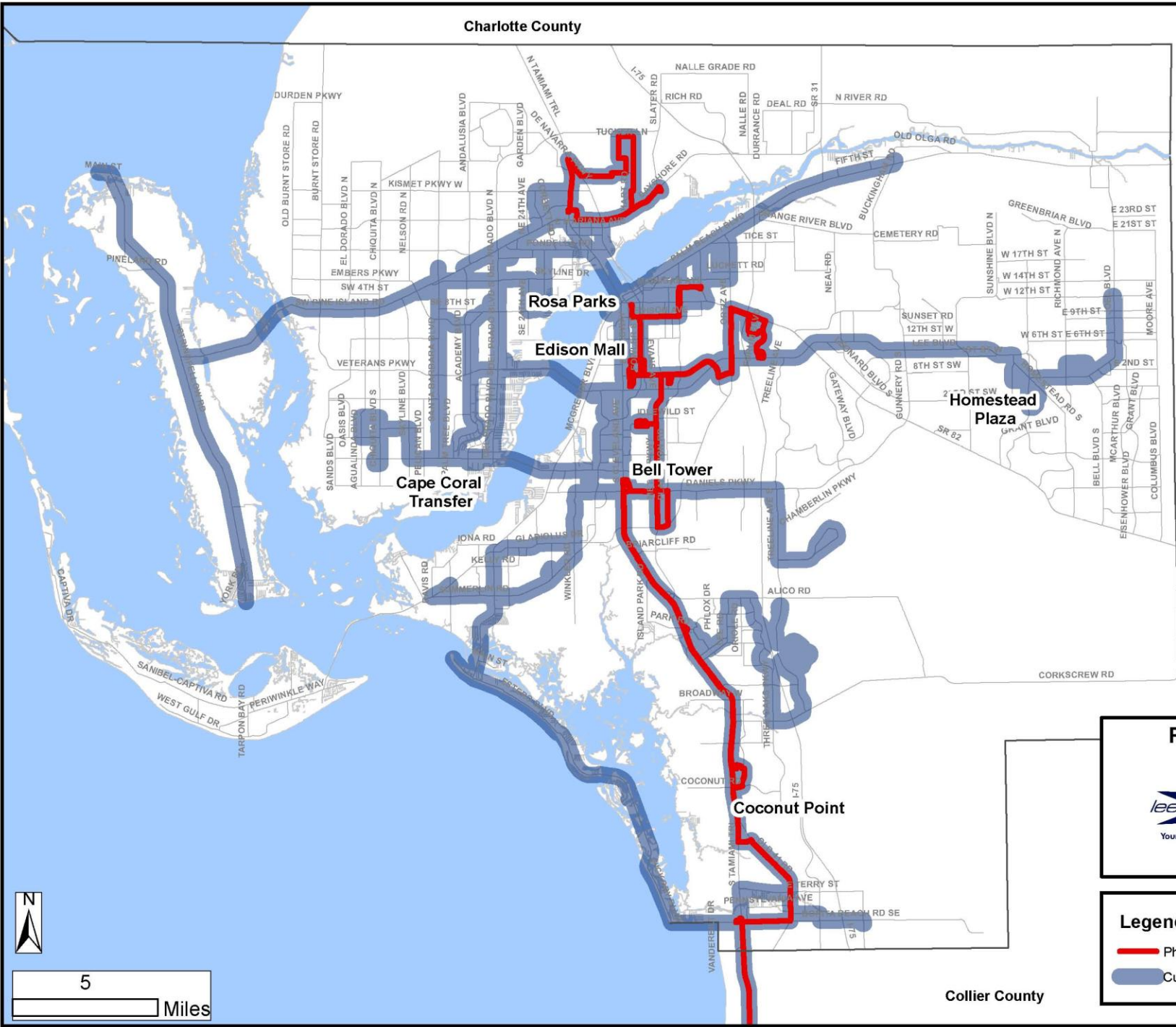
Legend

- Phase 1 Enhancements
- Current Routes

Collier County

**TABLE 3
PHASE 2 ENHANCEMENTS**

ROUTE	CURRENT SERVICE				PROPOSED SERVICE							
	CURRENT HEADWAY	DAYS OF SERVICE	DAILY OPERATING HOURS	BUSES IN OPERATION	PROPOSED IMPROVEMENT	NEW HEADWAY	DAYS	DAILY OPERATING HOURS	NEW BUSES	ANNUAL OPERATING HOURS	ANNUAL OPERATING COST	
240	40 Minutes	Weekdays and Saturdays	32.12	2	Reduce Headway	20	Weekdays and Saturdays	26.5	2	8,056.00	\$479,171	
600	90 Minutes	Weekdays, Saturdays and Sundays	14.68	1	Reduce Headway	45	Weekdays and Saturdays	14	1	4,256.00	\$253,147	
10	80 Minutes	Weekdays and Saturdays	15.83	1	Reduce Headway	40	Weekdays and Saturdays	15.5	1	4,712.00	\$280,270	
590	60 Minutes	Weekdays and Saturdays	16.75	1	Reduce Headway	30	Weekdays and Saturdays	16.7	1	5,076.00	\$301,968	
80	85 Minutes	Weekdays	12.08	1	Reduce Headway	45	Weekdays	25	1	6,300.00	\$374,724	
80	85 Minutes	Saturdays	12.08		Reduce Headway to Phase 1 Added Saturday Service	45	Saturday	24.83		1,291.16	\$76,798	
80	85 Minutes	Sundays	12.08		Reduce Headway to Phase 1 Added Sunday Service	45	Sunday	12.5		650.00	\$38,662	
5	80 Minutes	Weekdays and Saturdays	15	1	Reduce Headway	40	Weekdays and Saturdays	15.5	1	4,712.00	\$280,270	
									PHASE 2 TOTAL	7	35,053.16	\$2,085,010



Phase 2



Your Ride Is Here.

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Planning

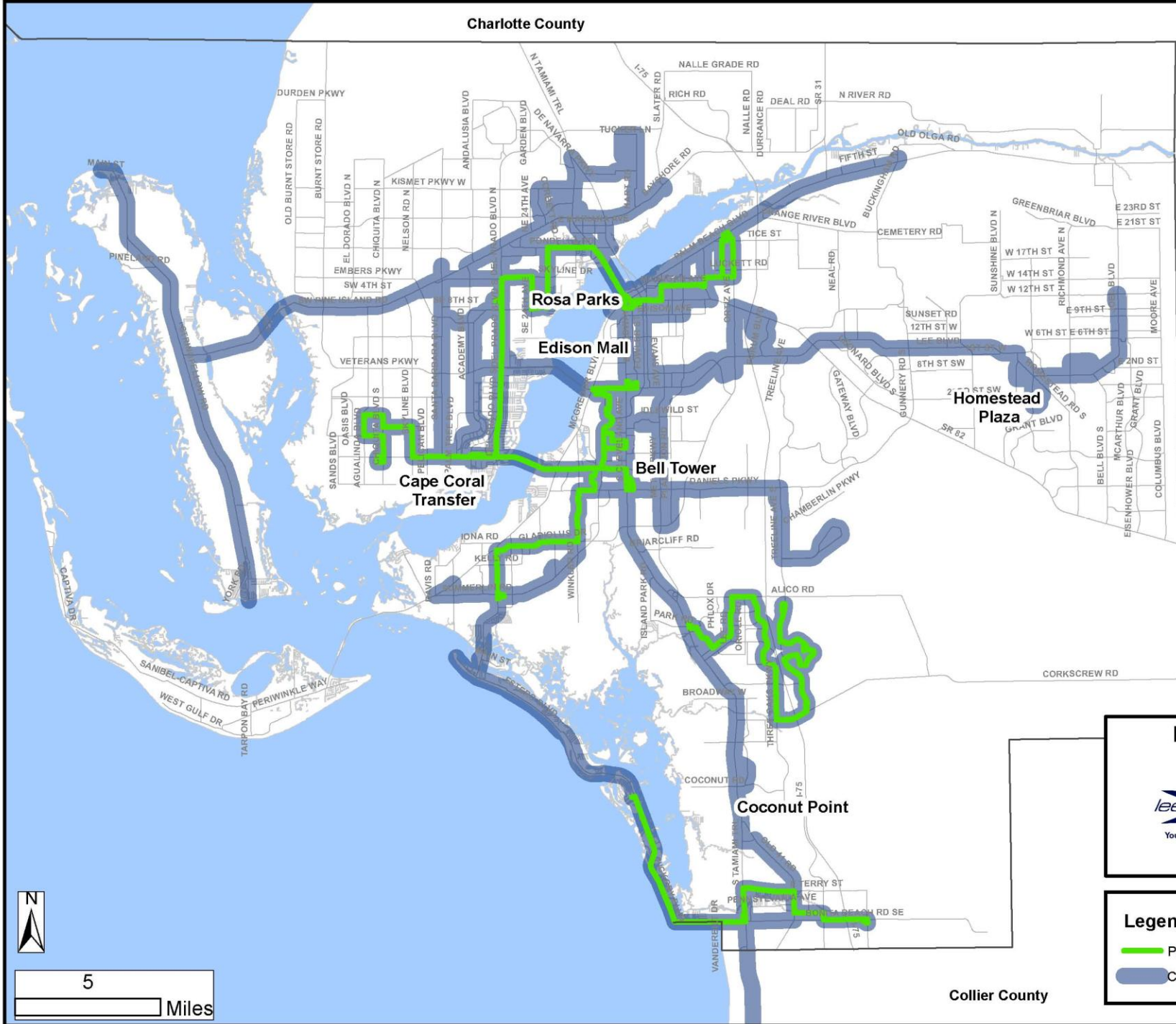
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- Phase 2 Enhancements
- Current Routes

Collier County

**TABLE 4
PHASE 3 ENHANCEMENTS**

ROUTE	CURRENT SERVICE				PROPOSED SERVICE						
	CURRENT HEADWAY	DAYS OF SERVICE	DAILY OPERATING HOURS	BUSES IN OPERATION	PROPOSED IMPROVEMENT	NEW HEADWAY	DAYS	DAILY OPERATING HOURS	NEW BUSES	ANNUAL OPERATING HOURS	ANNUAL OPERATING COST
150	90 Minutes	Weekdays, Saturdays and Sundays	16.17	1	Reduce Headway	45	Weekdays and Saturdays	13.00	1	3,952.00	\$235,065
130	60 Minutes	Weekdays	29.83	2/1	Reduce Headway	30	Weekdays	24.00	2	6,048.00	\$359,735
70	60 Minutes	Weekdays and Saturdays	32.1	2	Reduce Headway	30	Weekdays and Saturdays	31.20	2	9,484.80	\$564,156
60	130 Minutes	Weekdays and Saturdays	16.45	1	Reduce Headway	40	Weekdays and Saturdays	16.00	1	4,864.00	\$289,311
60	130 Minutes	Weekdays and Saturdays	16.45	1	Reduce Headway to Phase 1 Added Sunday Service	40	Sundays	16.23		843.70	\$50,183
15	60 Minutes	Weekdays, Saturdays and Sundays	16.5	1	Reduce Headway	30	Weekdays, Saturdays and Sundays	16.50	1	5,874.00	\$349,386
30	60 Minutes	Weekdays and Saturdays	30.73	2	Reduce Headway	30	Weekdays and Saturdays	26.84	2	8,159.36	\$485,319
PHASE 3 TOTAL									9	39,225.86	\$2,333,155



Phase 3

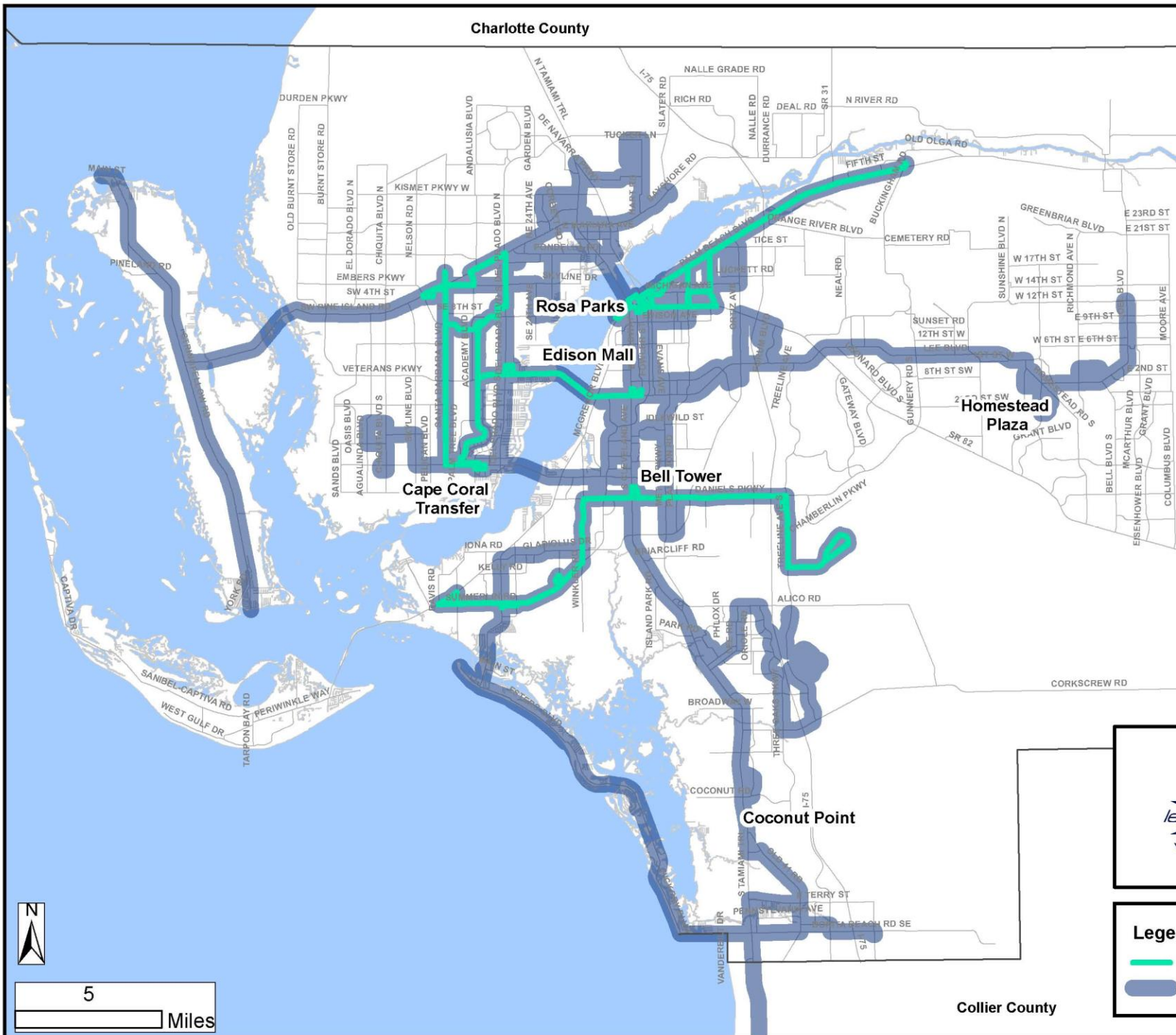
Prepared by
Planning

Legend

- █ Phase 3 Enhancements
- █ Current Routes

**TABLE 5
PHASE 4 ENHANCEMENTS**

ROUTE	CURRENT SERVICE				PROPOSED SERVICE							
	CURRENT HEADWAY	DAYS OF SERVICE	DAILY OPERATING HOURS	BUSES IN OPERATION	PROPOSED IMPROVEMENT	NEW HEADWAY	DAYS	DAILY OPERATING HOURS	NEW BUSES	ANNUAL OPERATING HOURS	ANNUAL OPERATING COST	
120	80 Minutes	Weekdays and Saturdays	15.67	1	Reduce Headway	40	Weekdays and Saturdays	15.00	1	4,560.00	\$271,229	
50	70 Minutes	Weekdays and Saturdays	29.98	2	Reduce Headway	40	Weekdays and Saturdays	29.00	2	8,816.00	\$524,376	
100	90 Minutes	Sundays	13.08	1	Reduce Headway	45	Sunday	12.75		663.00	\$39,435	
100	45 Minutes	Saturdays	31	2	Reduce Headway	30	Saturdays	26.66		693.16	\$41,229	
100	30 Minutes	Weekdays	47.38	3	Reduce Headway	20	Weekdays	39.99	1	3,359.16	\$199,803	
20	70 Minutes	Saturdays	16.25	1	Reduce Headway	35	Saturdays	15.50		806.00	\$47,941	
40	128 Minutes	Weekdays and Saturdays	21.93	1.5	Reduce Headway	45	Weekdays and Saturdays	21.00	1	6,384.00	\$379,720	
									PHASE 4 TOTAL	5	25,281.32	\$1,503,733



5
Miles

Phase 4

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Planning

Legend

- Phase 4 Enhancements
- Current Routes

New Service

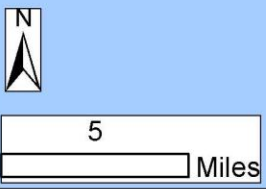
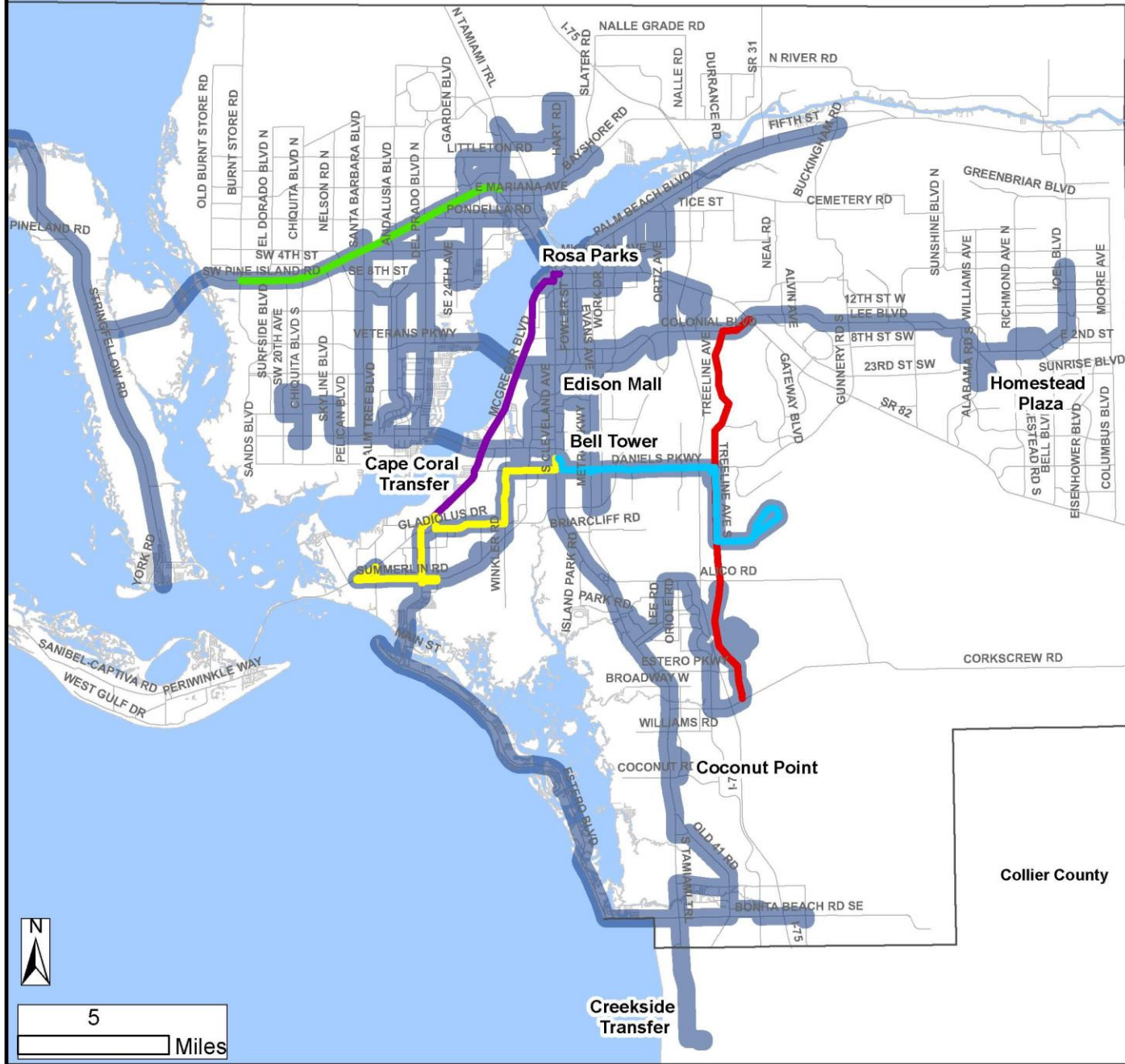
There are three corridors in Lee County that currently do not have transit service and have been identified through the TDP as needing transit service. Pine Island Road, Treeline/Ben Hill Griffin and McGregor are corridors that have been identified as needing new service.

Corridors with existing service have been evaluated for potential improvements and Route 50 listed below is identified as benefiting from reconfiguring the route into two separate routes meeting at a central location near US41. This improvement could assist with reducing headway and help to increase on-time performance during major seasonal traffic.

TABLE 6

NEW SERVICE	SERVICE AREA	DAYS	HEAD-WAY	OPERATING HOURS	BUSES	ANNUAL OPERATING HOURS	ANNUAL OPERATING COST
McGregor Blvd	Rosa Parks Transfer Center to Beach Park & Ride	Weekdays and Saturdays	30	18	4	21,888	\$1,366,194
Pine Island Rd	Pine Island to North Fort Myers	Weekdays and Saturdays	30	18	2	10,944	\$715,245
Treeline/Ben Hill Griffin	SR82 to Corkscrew Road	Weekdays	30	16	4	19,456	\$1,214,395
Route 50 Realignment	Existing Route split into two routes at US41.	Weekdays, Saturdays and Sundays	30	16	4	22,784	\$1,489,048
						TOTAL	\$4,784,882.56

Charlotte County



Map 5 New Service

Source:
LeeTran Transit Development Plan FY 2012-2021
LeeTran 2035 Vision Plan

- new service corridors with need
- Route 50 proposed to be split



Prepared by Planning Department

Legend

- McGregor Blvd
- Pine Island Rd
- Route 50 (1)
- Route 50 (2)
- Treeline/Ben Hill Griffin
- Current Routes

Collier County

EXPRESS BUS SERVICE

This service operates during peak hour weekday travel times, with limited stops and serves as a quick point to point service. This type of service is most commonly associated with commuter markets and typically connects major employment areas to park-and-ride lots and/or high density residential areas. Express bus service uses a limited number of stops primarily consisting of designated collection areas and specific destinations. This mode provides the highest level of mobility and the lowest level of accessibility.

Existing Peak Hour Express Trips

Currently LeeTran operates express trips in the morning hours to provide quicker service for people traveling to work from home. These trips are sparse and do not provide the level of service dedicated express routes would.

Existing express trips include:

- **Route 30**
- **Route 40**
- **Route 60**
- **Route 70**
- **Route 100**
- **Route 140**

Popular Citizens Request

LeeTran Planning Department has received requests from passengers for more frequent bus service, longer service hours and, better on time performance. Some passengers have submitted requests for express service to the airport from Fort Myers Beach or Downtown Fort Myers. Common requests for express trips during peak travel times to Lehigh Acres and Cape Coral have also been requested. Express service along Colonial and SR82 into Lehigh Acres has been requested during both morning and evening peak hours. Proposed express service from the Transit Development Plan and 2035 Vision Plan are listed below.

TABLE 7

EXPRESS SERVICE	FROM	TO	DAYS	HEAD-WAY	DAILY OPERATING HOURS	BUSES REQUIRED	ANNUAL OPERATING HOURS	ANNUAL OPERATING COST
Charlotte Connector	Charlotte Park-and-Ride	Downtown Fort Myers	Weekdays	30	8	2	4,032.00	\$239,823
SR82 - Lehigh Acres	Homestead Plaza	Downtown Fort Myers	Weekdays	30	8	2	4,032.00	\$239,823
Pine Island Road	Burnt Store Road Park-and-Ride	Downtown Fort Myers	Weekdays	30	8	2	4,032.00	\$239,823
Colonial Blvd	Homestead Plaza	Edison Mall Transfer Center	Weekdays	30	8	2	4,032.00	\$239,823
Cape Coral	Within the City of Cape Coral		Weekdays	30	4	2	2,016.00	\$119,912
US41 - Collier Connector	New Service Alignment		All	30	12.5	4	17,800.00	\$1,058,744
TOTAL					48.5	14	35,944.00	\$2,137,948

Map 6 Express Service

Source:
LeeTran Transit Development Plan FY 2012-2021
LeeTran 2035 Vision Plan

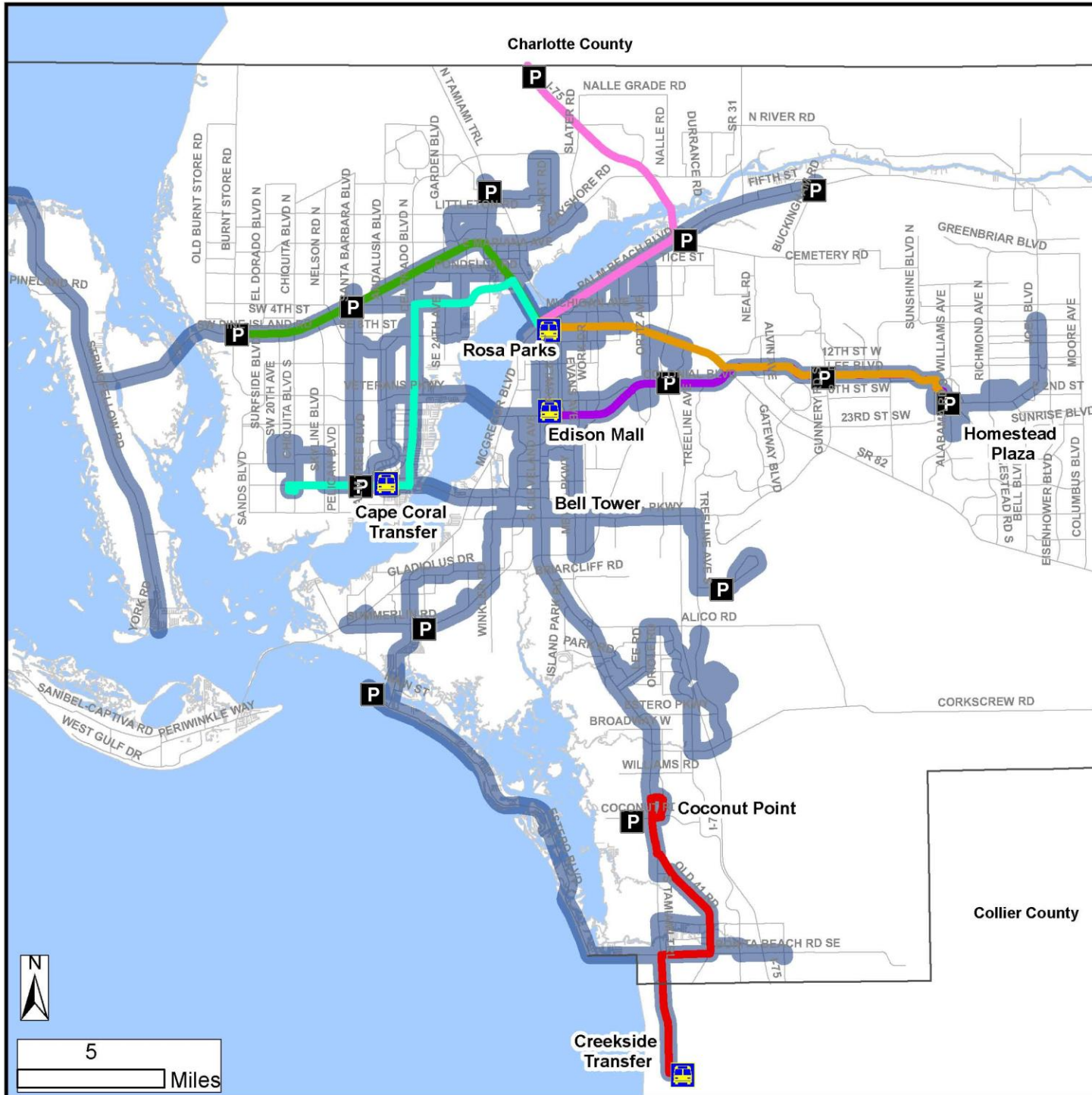
- 45-60 min frequency
- 5 days/week
- am peak and pm peak
- highest level mobility
lowest level accessibility



Prepared by Planning Department

Legend

- Transfer Locations
- Park and Ride Locations
- Cape Coral
- Charlotte Connector
- Collier Connector (US 41)
- Colonial Blvd
- Pine Island Road
- SR 82 - Lehigh Acres Express
- Current Routes



BUS RAPID TRANSIT (BRT) SERVICE

BRT is a flexible, rubber-tired rapid transit mode that provides a high quality premium transit service. Key BRT elements include:

- Running Ways – In which the majority of each route operates in a dedicated lane.
- Emulates Fixed Guideway Service
 - Defined stations
 - Short Headway and Bidirectional Service
 - Pre-Board Ticketing
 - Platform Level Boarding
 - Separate Branding
- Intelligent Transportation System (ITS) Elements
 - Transit Vehicle Traffic Signal Priority
 - Automatic Vehicle Locator Systems

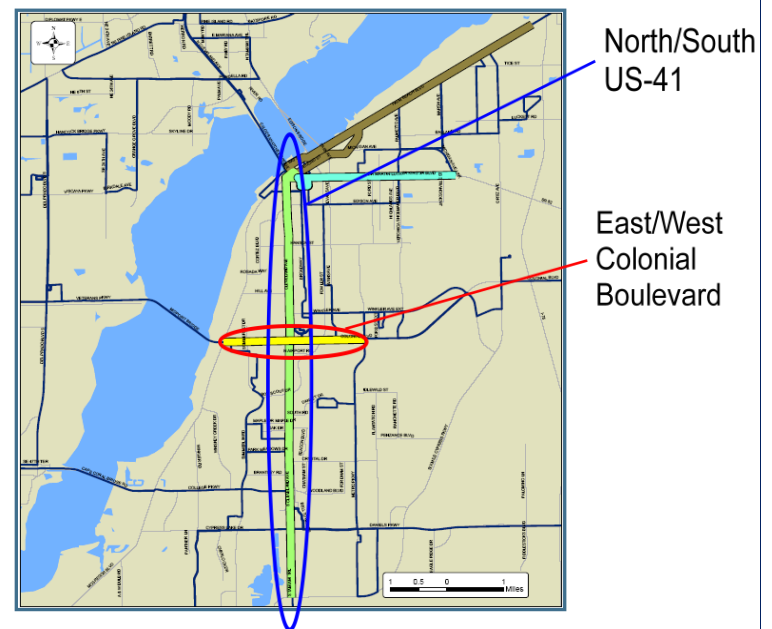
BRT operates along major trunkline corridors through dense urban areas that generate heavy passenger volumes. BRT stop-spacing is generally much larger than traditional local bus service. Consequently, there is more of an emphasis on mobility than accessibility.

Lee County BRT Feasibility Study

In 2008 a BRT Feasibility study was conducted and evaluated four corridors based on density,

traffic, transit presence, right-of-way availability, etc. The corridors in the study are identified as **US41** from Gladiolus north to Downtown Fort Myers; **Palm Beach Blvd.** from **Ortiz Ave** west to Downtown Fort Myers; **MLK Blvd.** from Marsh Ave west to Downtown Fort Myers; and **Colonial Blvd** from Metro Parkway west to McGregor. Del Prado was not evaluated in this study. The map below shows the final recommendations from the study for which north/south and east/west corridors were identified as feasible.

FIGURE 2



Source: Lee County Bus Rapid Transit Feasibility Study

TABLE 8

BRT CORRIDOR	FROM	TO	DAYS	HEAD-WAY	DAILY OPERATING HOURS	NEW BUSES	ANNUAL OPERATING HOURS	ANNUAL OPERATING COST
US41	Gladiolus Dr	Rosa Parks Intermodal Facility	Weekday	10/15	16	8	32,256	\$1,918,586
MLK Jr.	Marsh Ave	Rosa Parks Intermodal Facility	Weekday	10/15	18	3	13,608	\$809,404
Palm Beach	Ortiz Ave	Rosa Parks Intermodal Facility	Weekday	10/15	16	3	12,096	\$719,470
Del Prado	Cape Transfer Facility	Edison Mall Transfer Center	Weekday	10/15	18	6	27,216	\$1,618,808
Colonial	Metro Pkwy	Edison Mall Transfer Center	Weekday	10/15	18	3	13,608	\$809,404
TOTAL					86	20	85,176.00	\$5,006,268

Map 7 BRT Service

Source:
LeeTran Transit Development Plan FY 2012-2021
LeeTran 2035 Vision Plan

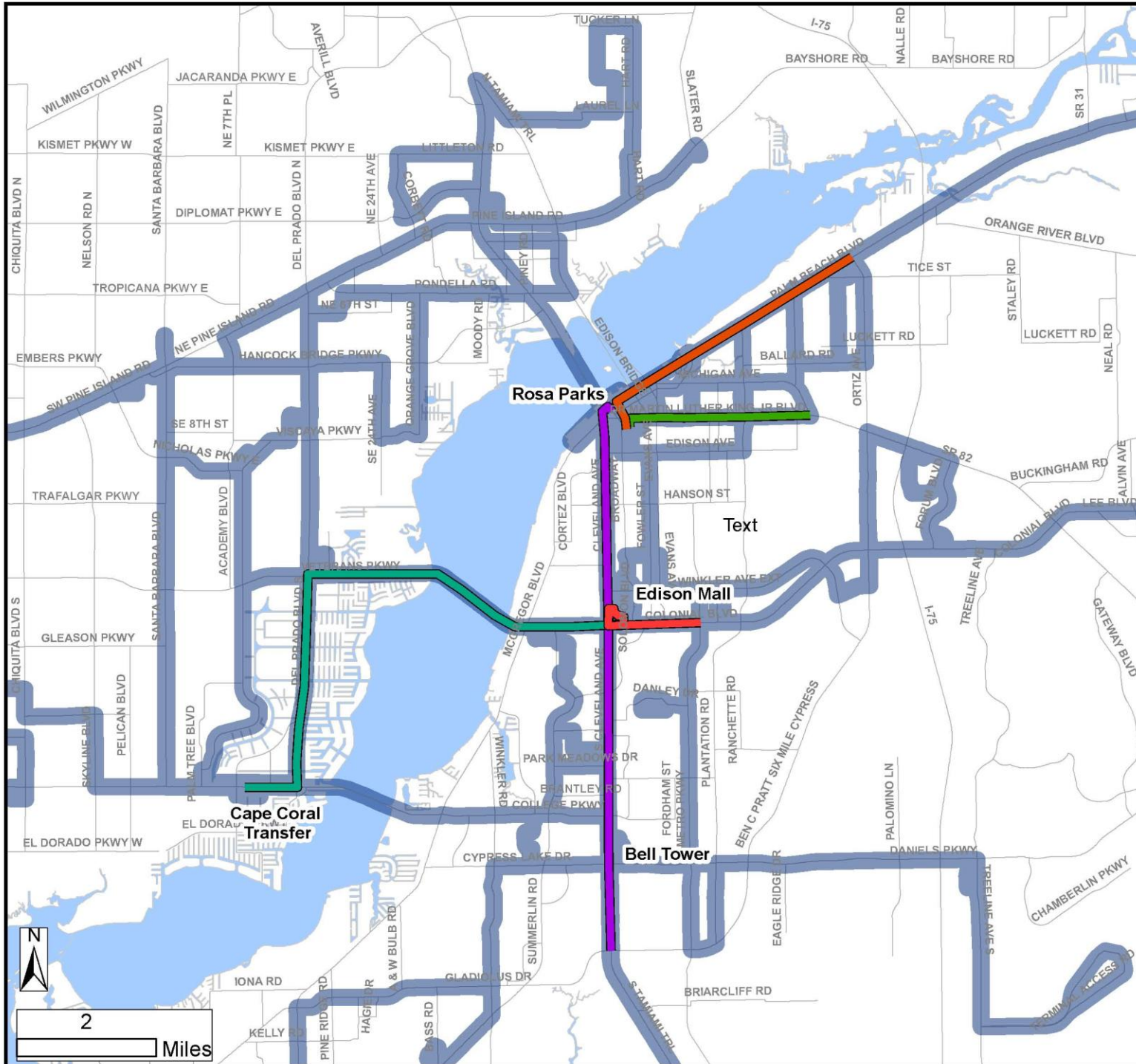
- 10 – 15 min frequency
- 5 days/week
- between 6 am – 8 pm
- more emphasis on mobility vs. accessibility



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Legend

- █ Colonial Blvd
- █ Del Prado Blvd
- █ MLK Jr. Blvd
- █ Palm Beach Blvd
- █ US 41
- █ Current Routes



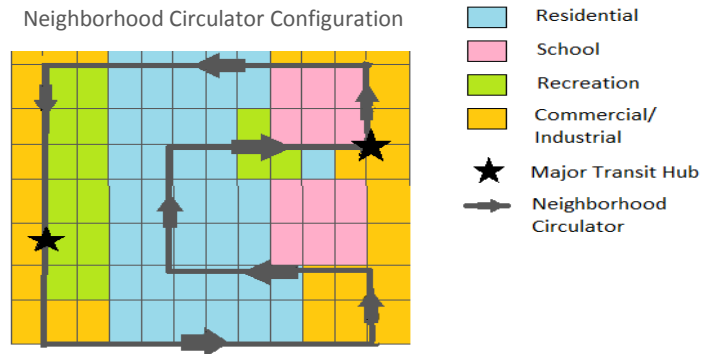
NEIGHBORHOOD CIRCULATORS

Circulators should provide access to downtowns and neighborhood activity centers. They connect to major stops and transit center hubs. Circulators can also serve as feeder services, connecting to major trunklines or express services. Circulator service emphasizes accessibility and service consists of frequent stops and, consequently, lower average travel speeds.

The graphic to the right is a representation of typical circulator service within a neighborhood cluster. Circulator service provides access to basic services within close proximity and to major system transfer locations.

FIGURE 3

Neighborhood Circulator Configuration



Existing and Proposed Circulators

Existing circulators in Lee County include:

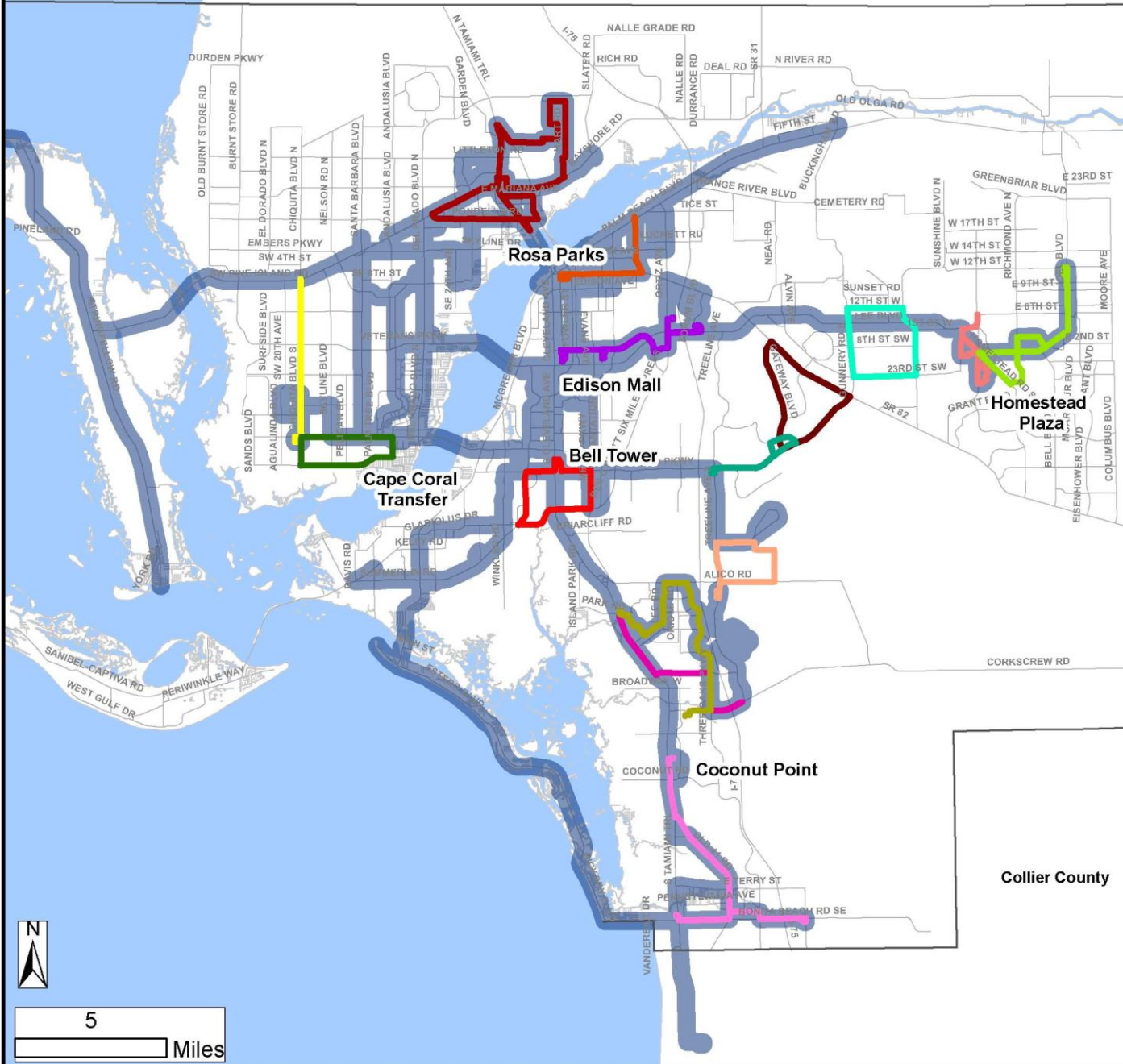
- Route 500 - Downtown Trolley
- Route 515 – Lehigh Acres
- Route 590 – North Fort Myers
- Route 595 – North Fort Myers

The table below lists proposed circulators from the Transit Development Plan and the 2035 Vision Plan.

TABLE 9

CIRCULATOR SERVICE	SERVICE AREA	DAYS	HEAD WAY	HOURS	NEW BUSES	ANNUAL OPERATING HOURS	ANNUAL OPERATING COST	
Research Diamond North	Gateway and Jet Blue Park Area	Weekdays and Saturdays	45	15.00	1	4,560.00	\$324,809	
Research Diamond South	Between Airport Hull Rd, Treeline, Alico, Juanita	Weekdays and Saturdays	60	15.00	1	4,560.00	\$324,809	
The Village of Estero	US 41 to Estero, Library, Miramar Outlet	Weekdays and Saturdays	30	15.00	1	4,560.00	\$271,229	
Gunnery Road	Around 23rd St, Buckingham, and Sunshine	Weekdays and Saturdays	45	16.98	1	5,161.92	\$367,684	
Cape Coral	Downtown Cape Coral Area	Weekdays	30	15.50	1	3,906.00	\$278,224	
Bonita Springs	Around Terry, Dean and Bonita Beach Road E.	Weekdays	30	15.50	1	3,906.00	\$232,329	
Chiquita Boulevard	Cape Coral Parkway to Pine Island Road	Weekdays and Saturdays	45	17.00	1	5,168.00	\$368,117	
Treeline and Gateway	Treeline and Gateway	Weekdays	30	18.00	1	4,536.00	\$269,801	
Heron Pond Apartments	Heron Pond Apartments	Weekdays	30	18.00	1	4,536.00	\$269,801	
Bell Tower Shops	Bell Tower Shops	Weekdays	30	18.00	1	4,536.00	\$323,099	
Central Fort Myers	Winkler between McGregor and Colonial to Forum	TBD	60	TBD		TBD	Unfunded	
City of Fort Myers	Along Existing Route 20	Implemented with Route 500						
San Carlos Park and Estero	Along Existing Route 60	TBD	45	TBD		TBD	Unfunded	
North Fort Myers	Along Existing Route 590 & 595	TBD	30	TBD		TBD	Unfunded	
Lehigh Acres	Along Existing Route 515	TBD	30	TBD		TBD	Unfunded	
				TOTAL	163.98	10	45,429.92	\$3,029,902

Charlotte County



Map 8 Circulator Service

Source:
LeeTran Transit Development Plan FY 2012-2021
LeeTran 2035 Vision Plan

- 30 to 60 min frequency
- 5 days/week
- between 6 am – 10 pm
- emphasizes accessibility



Prepared by Planning Department

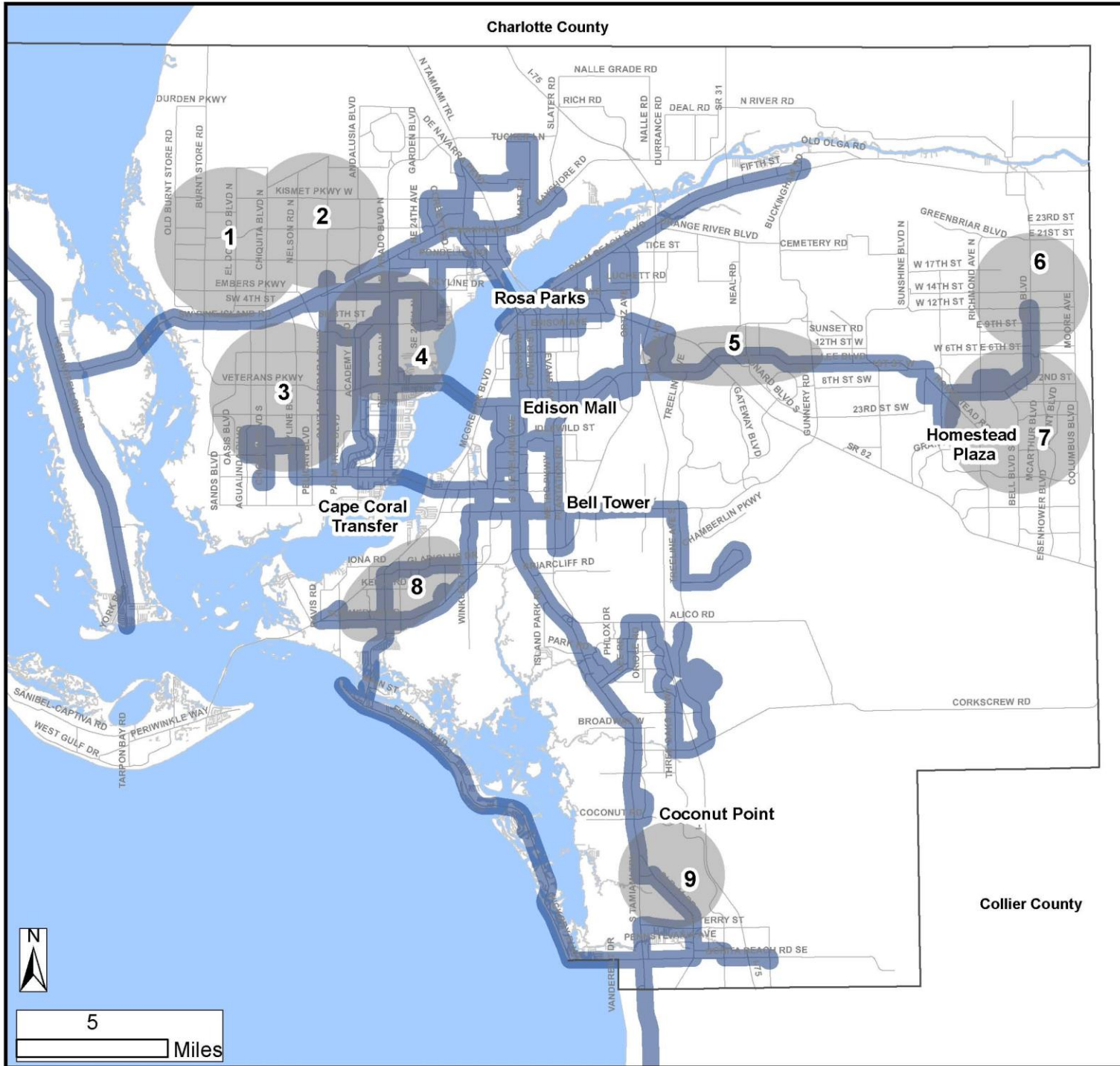
Legend

- Bell Tower Shops
- Bonita Springs
- Cape Coral
- Central Fort Myers
- Chiquita Boulevard
- City of Fort Myers
- Gunnery Road
- Heron Pond Apartments
- Lehigh Acres
- North Fort Myers
- Research Diamond North
- Research Diamond South
- San Carlos Park and Estero
- The Village of Estero
- Treeline and Gateway
- Current Routes

FLEX SERVICE

Flex service combines features of traditional local fixed-route service with demand response service. Generally, passengers make a reservation to be picked up at home or another location within a specific service area or zone, or they can board the bus at an established bus stop. There are a number of variations for implementing flex service, i.e., point-deviated, route deviated and individual flex services, and all can be tailored to the needs of a specific area. The flex service would connect with other bus services, enabling passengers to access the LeeTran System. Flex service requires a separate reservation component and therefore the operating cost is higher. Flex service does not require separate ADA paratransit service.

Charlotte County



Map 9 Flex Service

Source:
LeeTran 2035 Vision Plan

- flexible frequency
- flexible hours
- by reservation
- high accessibility
- low mobility



Prepared by Planning Department

Legend

- Flex Service
- Current Routes



Collier County

Map 10 System-Wide Improvements







Source:
LeeTran Transit Development Plan FY 2012-2021
LeeTran 2035 Vision Plan

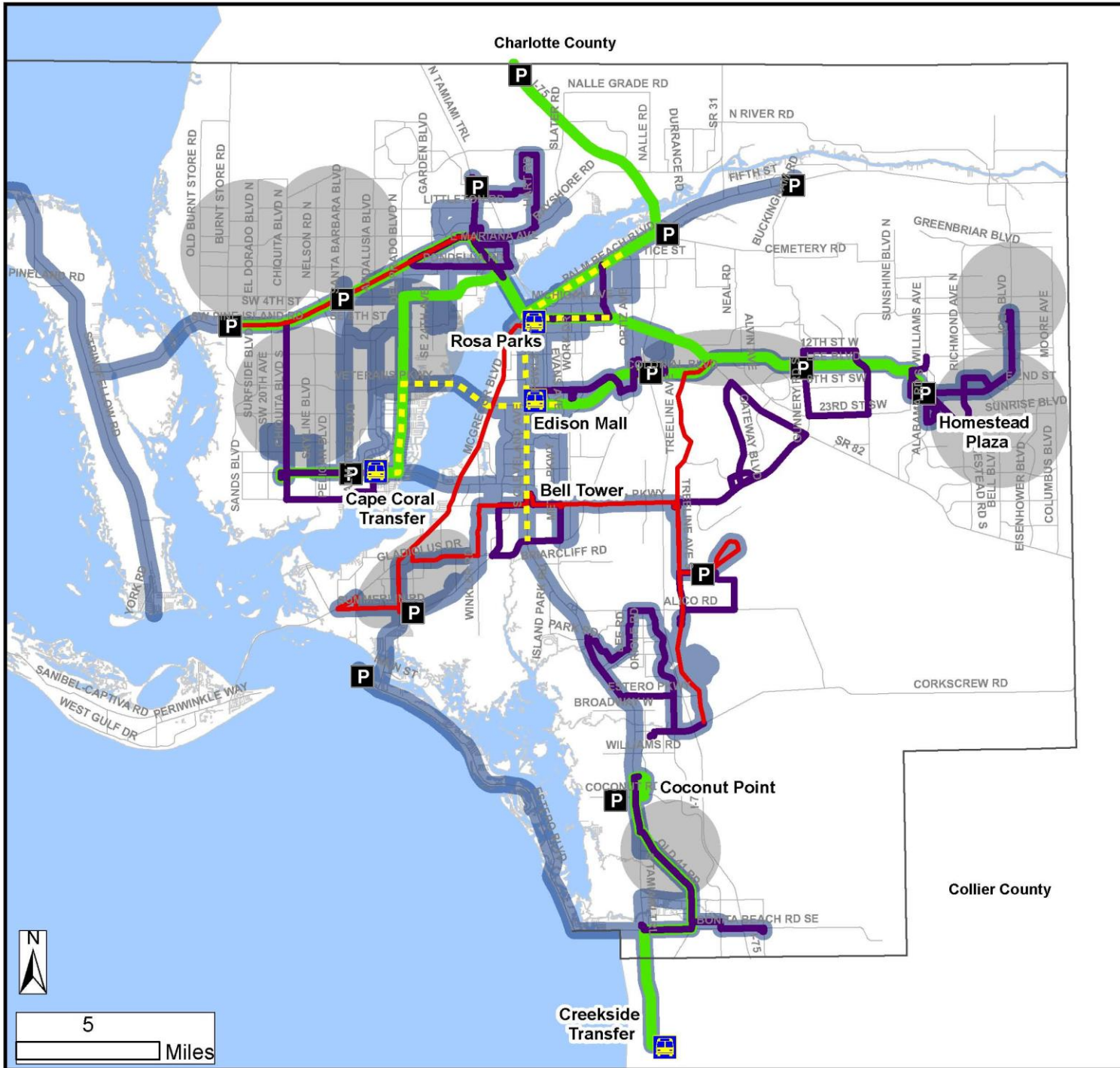
This map shows
the combination of
all system
enhancements
listed in this document



Prepared by Planning Department

Legend

-  Transfer Locations
-  Park and Ride Locations
-  BRT
-  New Service
-  Circulator Service
-  Express Service
-  Current Routes
-  Flex Service



POSSIBLE SERVICE IMPROVEMENTS

Studies have been conducted to look at system improvements outside of the current Transit Development Plan. These studies have been conducted by a variety of agencies, but take a look at transit related improvements. Also, there are existing projects and continuous efforts made by LeeTran to improve service.

San Carlos Trolley Lane Feasibility Analysis

The Trolley Lane Feasibility Analysis was conducted in 2012 for FDOT and took a look at 5 alternatives for a trolley lane along San Carlos Boulevard from Summerlin Road south to the Matanzas Pass Bridge. The final recommendation from the study (alternative 4) was selected for its benefit to cost ratio. This alternative would add one southbound dedicated trolley lane. Florida Department of Transportation is currently conducting a PD&E study along this corridor from Summerlin to San Carlos.

Cost Estimate: \$2,105,045

Bus Queue Jump Study

The Lee County Metropolitan Planning Organization for fiscal year 2015 has conducted a study on installing bus queue jumps and transit signal priority at select intersections in high traffic corridors. The installation of queue jumps and the utilization of transit signal priority improve transit on-time performance as well as slightly reducing congestion by providing buses time to move ahead of traffic. Based on findings from the 2008 BRT study, US41 was selected as a potential corridor to benefit from the installation of queue jumps. A portion of the cost for installing these improvements includes on the ground construction and the rest includes the installation of ITS equipment at intersection locations and on transit vehicles.

Cost Estimate: \$846,000

Shelter Program

Every year LeeTran receives funding to install new or replace old shelters at bus stops throughout the county. Shelters are prioritized based on ridership, right-of-way availability, adjacent land uses and safety concerns. New shelters are compliant with requirements set by the Americans with Disabilities Act.

Annual Expenditure: \$750,000 - \$1,000,000

Bus Bay Program

The Lee County Metropolitan Planning Organization for fiscal year 2015 has conducted a study on the placement of bus bays on major arterial roadways with transit throughout the county. The purpose of the project is to enhance safety and manage congestion by providing the bus a pullout bay for the bus to safely load and unload passengers at stop locations. Through the establishment of specific criteria and the feasibility of locations, the study identified 12 locations for bus pullouts and 4 potential back up locations. Due to various site specific constraints the cost of each location varies, total funding for the project comes 50% from Transportation Regional Impact Program funds and 50% from local funding.

Project Funding: \$2,000,000

Collier Area Transit (CAT) 2016-2025 TDP Transit Operating Unfunded Needs that Access Lee County									
Route #	Route Name	2014 Weekday & Saturday				TDP (2025) Weekday			
		Start	End	Service Hours	Frequency	Start	End	Service Hours	Frequency
New Express Service									
123	Immokalee to Lehigh Acres					AM Peak	PM Peak	6:00	60
124	Gov Center to Florida Southwestern State College-Lee Campus (FSW)					AM Peak	PM Peak	6:00	60
125	Collier-Lee County Connector					AM Peak	PM Peak	8:00	60

Appendix D: Farebox Recovery Ratio Report

CURRENT FAREBOX RECOVERY RATIO

The farebox recovery ratio (FRR) for Lee Tran, the public transportation provider for Lee County, was 16.9 percent for all fixed-route, paratransit, and vanpool services in fiscal year (FY) 2015. This number shows a 3.7 percent increase in FRR from FY2014. The FY2015 Lee County Transit farebox recovery ratios by mode are listed below. In comparison to FY2014, the fixed route FFR increased by 2.7 percent, the demand response FRR increased by 9.2 percent, and the vanpool FFR increased as well by 5.9 percent.

- FY2015 Fixed-Route Bus FFR – 19.0%
- FY2015 Demand Response FFR – 8.3%
- FY2015 Vanpool FFR – 57.7%

PRIOR YEAR FARE STUDIES AND CHANGES

In FY 2014, the regular fare was increased from \$1.25 to \$1.50, discounted fare from \$0.60 to \$0.75, and trolley fare from \$0.50 to \$0.75. Prior to this fare increase, the fixed-route bus fare had not been increased since 2008.

STRATEGIES THAT WILL AFFECT THE FAREBOX RECOVERY RATIO

The 2015 Transit Development Plan (TDP) update identifies strategies that will be used to maintain or increase the farebox recovery ratio, including the following:

- Monitor key performance measures for individual fixed-routes.
- Continue to evaluate the fare structure periodically.
- Ensure that transit serves major activity centers, potentially increasing the effectiveness of service.
- Increase ridership by continuing to transition transportation disadvantaged and ADA patrons to fixed-route service.
- Increase ridership through enhanced marketing and community relations activities.
- Minimize costs required to operate and administer transportation services.
- Provide local employers with incentives for transit use.
- Conduct on-board surveys every four years to ensure that transit services are meeting needs and to gather information on how to make service more convenient and useful for passengers.
- Monitor opportunities to secure additional funding to improve frequencies on existing routes and to attract new riders.
- Determine the most cost-effective service type on all major corridors given demand, routings and coverage areas.

Table 1 - LeeTran Fare Structure (FY2015)

Customer Type	Fare Type	Current Fare
Adult – Regular Fare	Cash Fare	\$1.50
	One - Trip Pass	\$1.50
	All - Day Pass	\$4.00
	7 - Day Pass	\$15.00
	31 - Day Pass	\$40.00
	12 - Trip Pass	\$13.50
	Trolley Fare	\$0.75
	One-Day Trolley Pass	\$2.00
	Three-Day Trolley Pass	\$4.00
Discount Fare & Passes	Cash Fare	\$0.75
	Senior/Disabled 7 – Day Pass	\$11.00
	Student 7 – Day Pass	\$12.00
	Senior/Disabled 31-Day Pass	\$23.00
	Student 31-Day Pass	\$25.00
	Senior/Disabled 12-Trip Pass	\$6.50
	Student 12-Trip Pass	\$6.75
	Trolley Fare	\$0.35

*Those eligible for Discounted Fare include: Seniors (65+), those with a disability, and full-time students. Children under 42 inches in height ride LeeTran for free. Approved identification is required for discount fare.

Appendix E: Addendum

MPO Board TDP Presentation

The LeeTran TDP was presented to the Lee County MPO Board on September 16, 2016 for review. An updated presentation was utilized for this meeting and is included in this Appendix. Comments received from the Lee County MPO Board included the following:

- Public comment asked for inclusion of express routes. Moving from single occupancy vehicles to transit would be a cost savings.
- Number one rider comment is increased frequency; why would LeeTran not focus on frequency and include earlier and later hours of service, expanded days, and extended areas.
- Supports transit authority instead of Lee County department. Areas with transit authorities are moving forward doing new stuff.
- Article said ridership is down with an \$11 million dollar subsidy what is the plan for fixing this? An article for Fort Myers Beach stated small transportation units and trams could help.

No revisions were made to the TDP document based on the questions and comments raised at the Lee County MPO Board meeting. Due to the short timeframe between the Lee County MPO Board meeting and the Lee County BoCC meeting, where approval of the TDP was requested, the above noted MPO Board comments were not included in the document prior to The Lee County BoCC approval. The FY 2017 – FY 2026 TDP Major Update was approved on September 20, 2016 on the Lee County BoCC consent agenda. The TDP document will be reviewed during the FY 2018 Lee County budget development process, to determine the potential for advancing any public / stakeholder enhancements and the priority of these enhancements consistent with available funding levels.

Performance Monitoring Program

LeeTran will monitor service in accordance with their approved Title VI Program. Any service eliminations and/or implementation will be evaluated to ensure that equity for Title VI covered populations are maintained. The following fixed-route performance indicators and measure should also be monitored by LeeTran on a quarterly basis as part of the recommended performance monitoring program. These data are currently collected monthly and provide indicators of effectiveness and efficiency.

- Passenger Trips – Annual number of passenger boardings on the transit vehicles.
- Revenue Miles – Number of annual miles of vehicle operation while in active service (available to pick up revenue passengers).
- Revenue Hours – Total hours of operation in active revenue service.
- Passenger Trips per Revenue Mile – The ratio of passenger trips to revenue miles of service. This is the key indicator of service effectiveness that is influenced by the levels of demand and the supply of service provided.
- Passenger Trips per Revenue Hour – The ratio of passenger trips to revenue hours of operation.

Evaluation Methodology & Process

This process is based on two measures – trip per mile and trip per hour – that are weighted equally to derive an overall route score. A route’s score for a particular measure is based on a comparison of the measure as a percentage of the system average for that particular measure. These individual measure scores are added together and divided by two to get a final aggregate score. This final composite

performance score is an indication of a route’s performance for the measures when compared to the system average for those measures. A higher score represents better overall performance when compared to other routes.

The noted comparative performance evaluation can be beneficial, but care should be taken when using the final scores and rankings because these figures are comparing routes to one another and may not reflect the specific goals established for a particular route (i.e., geographic coverage vs. ridership performance). The process is particularly useful, however, in highlighting those routes that may have performance-related issues. These routes can then be singled out for closer observation in future years to determine specific changes that may help mitigate any performance issues. Once a route score is determined, routes can be ranked to show the highest performing and lowest performing routes.

The rankings are a useful proxy to determine the comparative performance of any route, as well as to highlight changes in performance over time. The score for each particular route can be considered as a baseline, with which the score for the corresponding route over a subsequent analysis period can be utilized for trend comparison purposes. In order to track the performance variation over time, three performance levels have been developed.

Level I – Good (≥ 75%)

Transit routes that fall in this category are performing efficiently compared with the average level of all the agency’s routes.

Level II – Monitor (30% to 74%)

Routes that fall in this category are exhibiting varying levels of performance problems and need to be singled out for more detailed analysis (e.g., ridechecks, on-board surveys, increased marketing efforts, etc.) in order to aid in identifying specific changes that can be made to help improve the route’s performance.

Level III – Route Modification or Discontinuation (≤ 29%))

Routes that fall in this category exhibit poor performance and low efficiency. Recommendations for these routes may include truncation of the route, reduction in the route’s number of revenue hours, or discontinuation of the route. Elimination of underperforming routes should occur only after implemented route modifications have continued to result in unsatisfactory performance.

In the future, LeeTran may want to consider changing the thresholds noted for each performance level to more specific performance standards. Setting such a performance standard will assist in eliminating any scoring bias towards routes that appear to be performing poorly because of the average-based scoring proposed for the monitoring program. To implement such standards, LeeTran would need to select appropriate performance standards.



Mobile Lee 10- Year Transit Development Plan (TDP)

Lee County MPO
Board



Agenda

- What is the TDP?
- Public Involvement
- Existing Conditions
- Peer and Trends Review
- Goals
- 10-Year Program
- Stakeholder / Public Recommendations
- Next Steps

What is the TDP?

- Strategic Plan for Transit Service
 - FDOT requirement
 - 10-year plan
 - Evaluation of demographic and travel behavior characteristics
 - Assessment of existing transit service
 - Public involvement and outreach efforts
 - Determination of transportation needs
 - Service and implementation plan development
- Difference from Prior TDPs
 - Expanded public outreach
 - Focus on improving existing services
 - Branding - Mobile Lee
 - Complies with Continuation Budget

Key Elements of Mobile Lee Process



Public Involvement

- Public Outreach Process
 - Review committee
 - Question of the week
 - Stakeholder interviews
 - Discussion group/workshops
 - Community events
 - Bus operator interviews
 - On-board survey
 - Web and email based outreach
 - Social media



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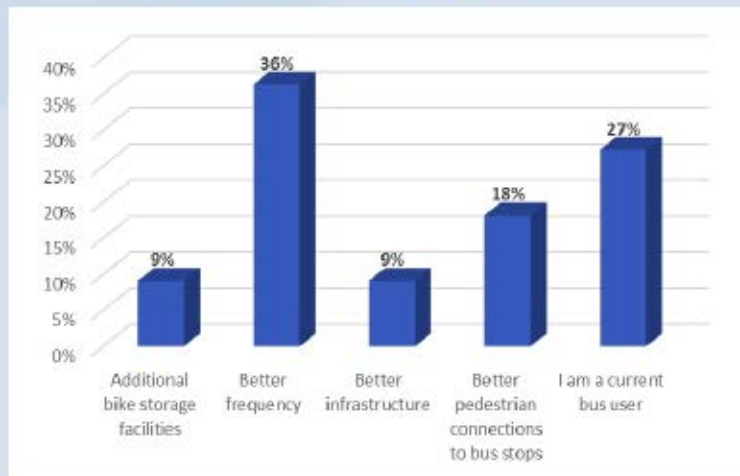
Public Outreach Summary

Event	Number of People Providing Input
Community meetings (5)	150
On-board survey	3,279
Stakeholder interviews (Representing all geographic areas of Lee County)	19
Bus operator survey	45
Question of the week – LeeTran Website	86
Public workshops (2)	11
Total	3,590

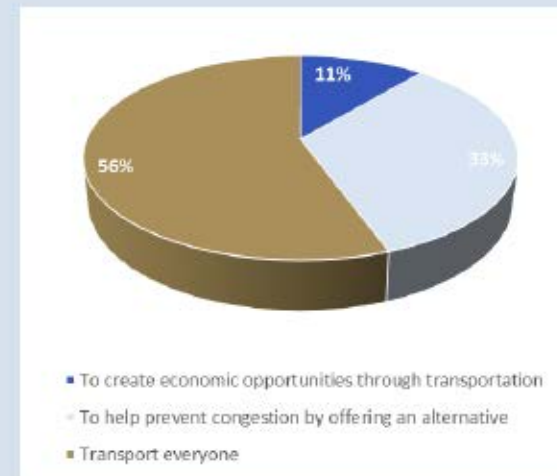
Presented Draft Mobile Lee TDP to Lee County MPO Committees

Question of the Week

- What kind of improvements would encourage respondent to use LeeTran bus service?



- What is the primary role of LeeTran's service?



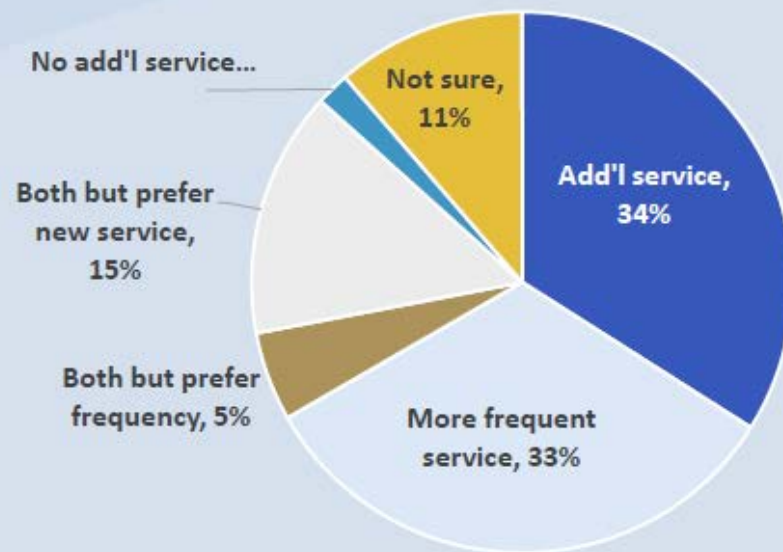
Stakeholder Interviews

- **Perception of Transit:**
 - Existing service reasonable meets the needs of trans-dependent riders including workers, elderly, low income, persons with disabilities
- **Future Role of Transit:**
 - Increased frequencies, improvement of routes
- **Technologies**
 - Bus-tracking app with real-time information
- **Funding**
 - Existing fare is reasonable; Split opinion on taxes, stakeholders suggested use of various sources including: PPP, partnership with cities, etc.
- **Marketing and Branding**
 - Satisfactory, could focus more on education of service options and highlight positive personal stories on individual riders

Public Workshops/ Discussion Groups

- 5 community events →
- 150+ comments received

- Cape Coral Library – West Lee County
- East County Regional Library – East Lee County (Lehigh)
- Estero Recreation Center – South Lee County
- Fort Myers Regional Library – North Lee County
- FGCU – Central Lee County

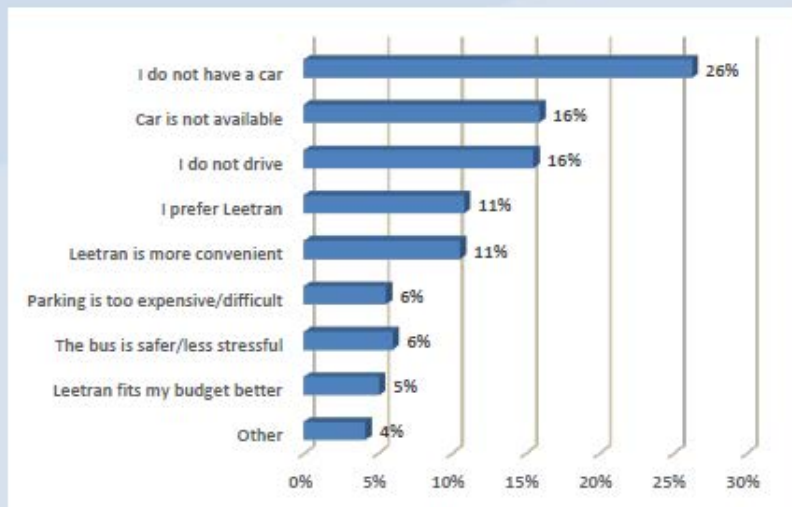


Bus Operator Interviews

- **Overall Operations**
 - LeeTran is dedicated to providing excellent customer service
- **Service:**
 - Scheduling improvements are needed to improve connectivity among routes and on-time performance
- **Safety Concerns:**
 - Visibility concerns around bus stops and shelters, rear-end collisions
- **Technology:**
 - Need better fareboxes and automated stop announcements – FY2017 budgeted improvements
- **Issues facing Lee County transit riders:**
 - Frequency of service, timely connections, reliable service

On-Board Survey

Reasons to Ride Transit



• Most Needed Improvements

- More frequent service
- Later service
- Weekend service
- Bus stop improvements and amenities (shelters, benches, bike racks, trash cans)

• Typical Rider Characteristics

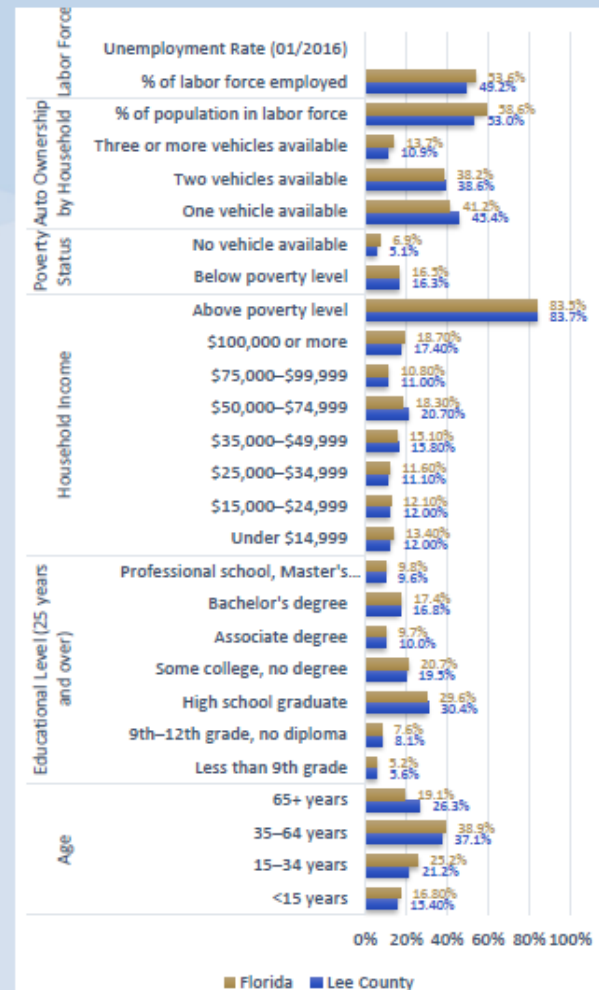
- Majority white, female, between 16- 24 yrs, income of > \$19,000

On-Board Survey Results

- 3,279 surveys collected
- Top origins & destinations: home (35%) & work (24%)
- 74% walked to the bus stop & 80% walked to their final destination
- 58% ride the bus because they do not have access to private automobile transport
- If not for the bus, 21% would walk & 20% wouldn't make the trip
- 47% have been using LeeTran for more than 2 years
- 33% pay cash fare

Background Assessment

- 5% of households have 0 vehicles available
- 45% have only 1 vehicle available
- 16% of the population are below the poverty level
- 26% of the population are 65 years or older



Background Assessment

- County population increased 50% from 2000 to 2015
- 86% of residents work in Lee County
- 82% drive alone to work
- 42% have commute times of 30 or more minutes

Characteristics	Lee	Florida
Place of Work		
Worked in Florida State		98.8%
Worked inside county of residence	86.1%	
Worked outside county of residence	11.9%	
Worked outside Florida State	2.0%	1.2%
Means of Transportation to Work (Workers 16 years and over)		
Car, truck, or van – drove alone	81.5%	79.7%
Car, truck, or van – carpooled	8.5%	9.1%
Public transportation	0.9%	2.1%
Walked	0.9%	1.4%
Other means	2.9%	2.3%
Worked at home	5.3%	5.4%
Travel Time to Work (Workers 16 years and over who didn't work at home)		
Less than 10 minutes	8.1%	9.4%
10–14 minutes	12.4%	12.3%
15–19 minutes	16.0%	15.6%
20–24 minutes	15.4%	16.5%
25–29 minutes	6.2%	6.8%
30 or more minutes	41.9%	39.4%

Traditional Markets

- **Analyzed**
 - Older adults
 - Youth: < 15 yrs old
 - Below the poverty level (\$25,000 for 4-person HH)
 - 0-Vehicle HH
- **Findings**
 - Majority of transit orientation index (TOI) areas have service coverage – (areas with characteristics noted under analyzed)
 - There are still growth opportunities in areas with a high TOI



Discretionary Markets

- Density analysis using industry-based thresholds

Level of Transit Investment	Dwelling Unit Density Threshold ¹	Employment Density Threshold ²
Minimum Investment	4.5-5 dwelling units/acre	4 employees/acre
High Investment	6-7 dwelling units/acre	5-6 employees/acre
Very High Investment	≥8 dwelling units/acre	≥7 employees/acre

- Findings

- Existing transit-supportive areas are within proximity to some level of existing LeeTran service
- Future density growth is forecasted for several areas that are currently transit supportive. The greater number of people/jobs concentrated in an area, the likelihood to use transit increases



Performance Peer Group

- Charleston Area Regional Transportation Authority - Charleston, SC 
- Corpus Christi Regional Transportation Authority – Corpus Christi, TX 
- Knoxville Area Transit – Knoxville, TN 
- Sarasota County Area Transit – Sarasota, FL 
- SunLine Transit Agency - Thousand Palms, CA 
- Winston-Salem Transit Authority - Trans-Aid of Forsyth County - Winston-Salem, NC 
- Worcester Regional Transit Authority – Worcester, MA 
- Volusia County Transit (Votran) – Daytona Beach, FL 

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Peer & Trend Review

- FY14 data used based on latest National Transit Database data available for all peer agencies
- LeeTran reduced service in FY14, service was restored in FY15
- LeeTran and many of its peers have experienced ridership declines in FY15 due to reductions in gas prices and improved employment opportunities.



Tindale Oliver

Peer & Trend Review Overview

Metric	Performance Measure	Findings
Performance	Passenger fare revenue	Trend: +30% (strength)
		Peer: +19% above peer group mean (strength)
Effectiveness	Passenger trips per revenue hour	Trend: +33% (strength)
		Peer: +5% above peer group mean (strength)
Efficiency	Operating expense per passenger trip	Trend: -19% (strength)
	Operating expense per revenue mile	Peer: -9% below peer group mean (strength)
		Trend: +18% (challenge)
		Peer: -15% below peer group mean (strength)

Goals

- Goal 1: Ensure the long-term viability and stability of the service
- Goal 2: Provide a high quality service
- Goal 3: Build meaningful community partnerships
- Goal 4: Increase the strategic market share for transit



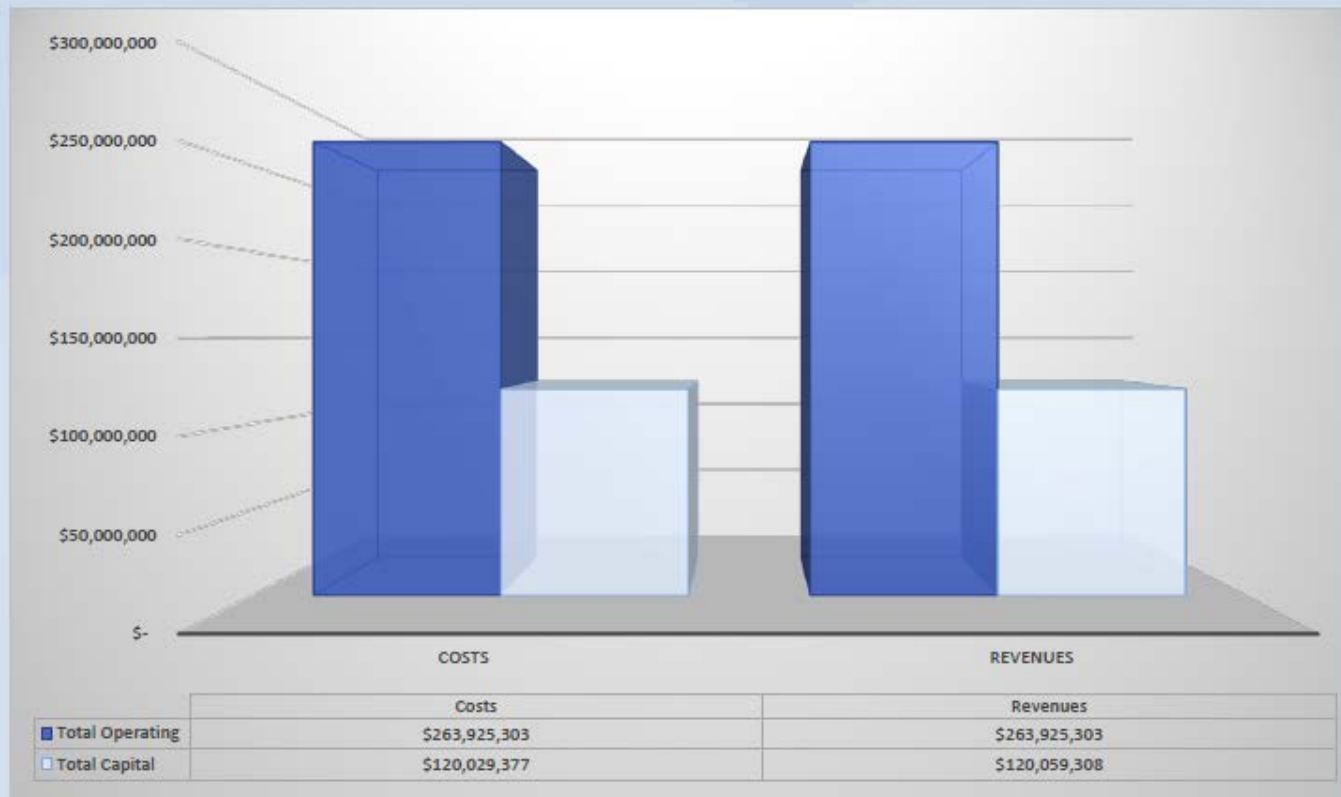
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Mobile Lee - Existing Service Funded Over 10-year Horizon

Per BoCC direction, the following will be evaluated:

- Capital improvements for replacement vehicles, technology, and infrastructure over the 10-year horizon
- The requirements to complete planning and operational studies
- Federal and State grant funding opportunities for supporting enhancements
- Potential needs and viability of potential enhancements to address those needs before committing funds
- Basis for system enhancements over time
- The public's awareness of LeeTran's service

Financial Summary – Existing Service Maintained

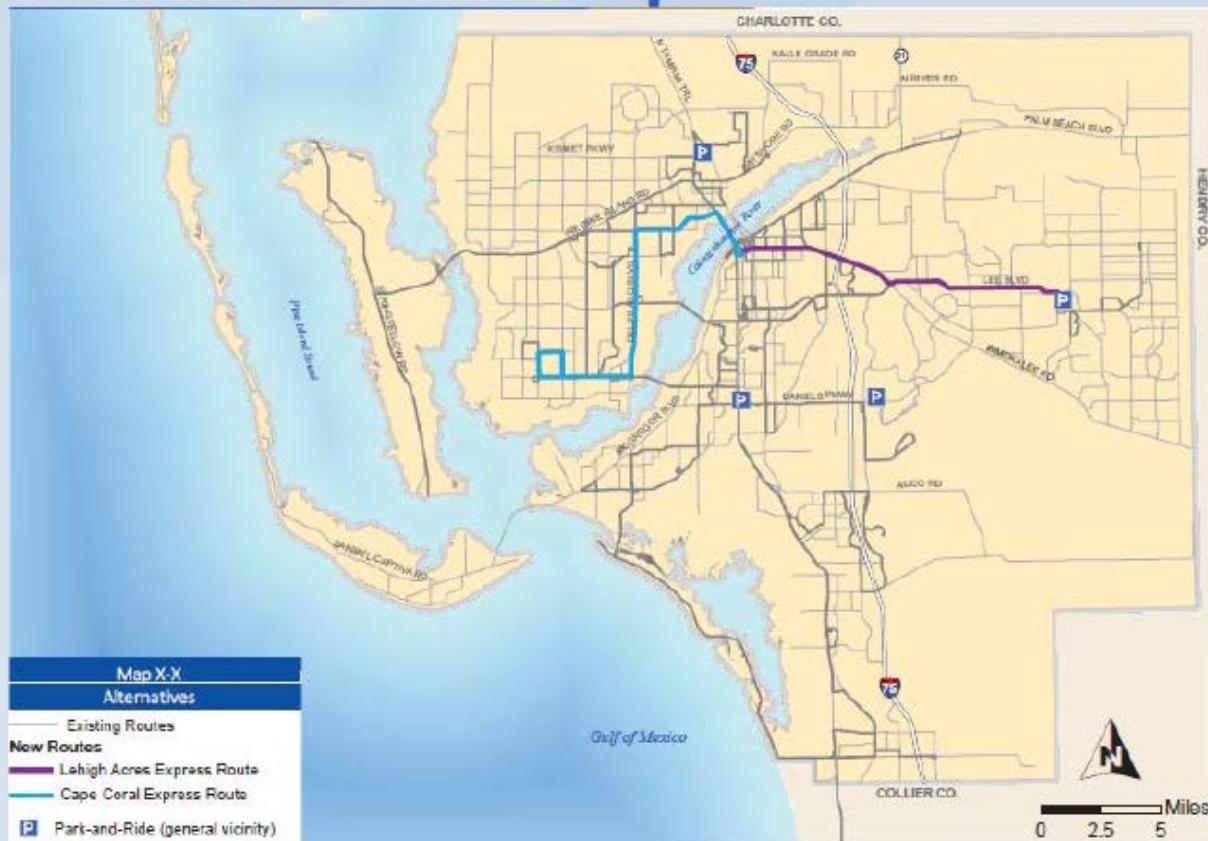


Mobile Lee Stakeholder / Public Recommendations

BoCC will review and provide direction on stakeholder / public recommendations

- Express service – two limited stop express route overlays for existing service lines to function as a frequency enhancement
- Lehigh Acres to Fort Myers
- Cape Coral to Fort Myers
- Frequency Improvements – sixteen routes (5, 15, 40, 50, 60, 70, 100, 120, 130, 140, 150, 400, 410, 490, 590, and 600)
- Add Sunday service - six routes (5, 10, 30, 40, 60, and 130)
- Extend service hours earlier morning or later evening – four routes (60, 120, 240, and 600)
- Expansion vehicles for service improvements
- Continuation budget does not include funding for stakeholder / public recommendations

Mobile Lee Stakeholder / Public Recommendations Map



Next Steps

- MPO Board – September 2016
- Final Review Committee Meeting – September 2016
- Lee County BoCC approval – September 2016
- Submittal to FDOT – October 2016

Questions



Tindale  Oliver

Appendix F: Approvals

From: [Stephens, Debra](#)
To: [LaChant Barnett](#)
Cc: [Gaither, Wayne](#); [Richard Dreyer](#); [Shine, Richard](#); [Harris, D"Juan](#)
Subject: RE: LeeTran Transit Development Plan (TDP) Major Update Public Involvement Plan Request for Approval
Date: Tuesday, March 29, 2016 9:29:09 AM

LaChant:

The Department concurs with Lee County Transit (LeeTran) using the Lee County Metropolitan Planning Organization (MPO) Public Involvement Plan (PIP) adopted dated 11-16-2012 for the LeeTran Transportation Development Plan Major update. This is in accordance with Rule Chapter 14-73, Florida Administrative Code (FAC), that the TDP development process must include the specification of an approved public involvement process and documentation of its use.

Also, the Lee County Metropolitan Planning Organization is currently updating the PIP for 2016 and it should be approved by June. In reviewing the draft, there are some minor differences.

If you have any questions, please let me know.

Thank you,

Debi

Debi Stephens, Transit Project Coordinator
Florida Department of Transportation
10041 Daniels Parkway
Fort Myers, Florida 33913
239 225-1982

From: LaChant Barnett [mailto:LBarnett@tindaleoliver.com]
Sent: Monday, March 28, 2016 10:29 AM
To: Stephens, Debra
Cc: Gaither, Wayne; Richard Dreyer
Subject: LeeTran Transit Development Plan (TDP) Major Update Public Involvement Plan Request for Approval

Good Morning Debra,

Please find attached a letter requesting use of the adopted Lee County Metropolitan Planning Organization (MPO) Public Involvement Plan (PIP) for the LeeTran TDP Major Update. The attached letter outlines specific activities that will be conducted during the TDP planning process to engage the community. Also attached is a copy of the Lee County MPO PIP. If you have any questions or comments please do not hesitate to contact me.

Thanks,

LaChant Barnett

SR. PROJECT MANAGER

Orlando

135 W. Central Blvd., Suite 450

Orlando, FL 32801

(407) 657-9210 ext. 2237

Fax (407) 657-9106

lbarnett@tindaleoliver.com

www.tindaleoliver.com



planning | design | engineering



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Think Green, Only Print as Needed



John Manning
District One

March 24, 2016

Cecil L Pendergrass
District Two

Ms. Debra Stephens
Florida Department of Transportation District One
801 N. Broadway Street
Bartow, Florida 33830-3809

Larry Kiker
District Three

Brian Hamman
District Four

Frank Mann
District Five

RE: Lee County Transit (LeeTran) FY2017-FY2026 Transit Development Plan

Roger Desjarlais
County Manager

Dear Ms. Stephens:

Richard Wm. Wesch
County Attorney

Donna Marie Collins
Hearing Examiner

LeeTran is in the process of developing its ten-year Transit Development Plan (TDP) major update. The plan will guide public transportation in the community and represent the transit agency's vision for public transportation in its service area during the ten-year time period.

In accordance with Rule Chapter 14-73, Florida Administrative Code (FAC), the TDP development process must include the specification of an approved public involvement process and documentation of its use. According to the TDP guidelines, the public involvement process must be approved by FDOT or consistent with the adopted Metropolitan Planning Organization (MPO) Public Involvement Plan (PIP). In order to develop a public outreach process that coordinates with the existing community outreach processes and that is consistent with the Lee County MPO PIP, LeeTran is requesting approval by the Florida Department of Transportation District One (FDOT D-1) to utilize the Lee County MPO Adopted PIP to guide the TDP public outreach process.

Consistent with the Lee County MPO PIP and federal regulations, public outreach activities will be conducted in accordance with the Americans with Disabilities Act of 1990, as amended, Title VI of the Civil Rights Act of 1964, and executive orders regarding Limited English Proficiency (LEP) and Environmental Justice.

The MPO PIP identifies a toolbox of activities that can be utilized for public outreach purposes and techniques to quantify the effectiveness of the tools employed. In addition to complying with the public outreach processes outlined in the Lee County MPO PIP, LeeTran will coordinate throughout the plan development process with FDOT D-1, the Regional Workforce Board, Lee County MPO, and other stakeholders. LeeTran will conduct the outreach activities further identified in the paragraphs below to ensure multiple opportunities for active participation of citizens in the community throughout the TDP development process.

Establish Review Committee – A TDP Review Committee will be established to provide project oversight and technical feedback throughout the TDP development process. FDOT D-1, CareerSource Southwest Florida, Lee County MPO, and others will be invited to participate as members of the TDP Review Committee and asked to provide input throughout the plan development process.

Conduct Stakeholder Interviews – Stakeholder interviews will be conducted to solicit ideas, concerns, and comments from key individuals/organizations, community leaders, and other individuals identified by LeeTran to obtain their opinions and ideas regarding current and future transit services in Lee County. Interviews are planned to be held with fifteen stakeholders and will seek to assess the stakeholders' views of current transit service, implementing and funding new transit projects, as well as identifying the transit issues that are of greatest local concern. Up to six additional stakeholder interviews may be added by LeeTran staff as necessary.

Conduct Public Workshops – Public workshops have proven to be an effective technique for obtaining substantive public participation in the planning process and will be one method of obtaining input from the general public regarding the potential alternative improvements and recommendations for Lee County. One public workshop will be held to inform the public of the TDP and cover general information regarding transit service and the ten-year strategic plan and another will be scheduled further along in the process to collect input on the potential alternative improvements. To maximize opportunities for citizen participation, locations will be selected to ensure geographic coverage and, to the extent possible, piggyback on other community events.

Facilitate Public Presentations – A user-friendly, graphical presentation will be incrementally developed to support the communication and adoption of the TDP. A total of six TDP presentations will be made to boards selected by LeeTran. Additional presentations may be conducted at the request of LeeTran.

Peer Review and Involvement – Throughout the plan development process, coordination will occur with FDOT D-1, the Lee County MPO, the regional workforce board, and other TDP stakeholders. These parties will be invited to all public participation events and provided an opportunity to review and comment on the draft TDP.

Passenger and Staff Outreach – Surveys will be conducted on-board vehicles to gather additional passenger input regarding current and future operating and capital needs. In addition, operators will be surveyed to provide additional staff input from those directly involved in service delivery.

MPO Committees Review – The draft TDP will be provided to the Lee County MPO Technical and Citizen Advisory Committees and the MPO Board for endorsement. Bringing the TDP before these committees provides additional opportunities for public review and input.

In addition to the direct involvement activities identified above, LeeTran will also conduct information distribution activities in an effort to reach the greatest audience. The TDP information distribution activities are described below.

Social Media Outreach – Utilizing various social media platforms (LeeTran website, Twitter, Facebook, rider alerts, and potentially others) information will be communicated to the general public regarding the TDP and opportunities for outreach. These social media platforms may also be utilized to gather public input through surveys or comment boards.

Dissemination of Flyers for Public Workshops – Flyers will be prepared prior to each of the public workshops to notify citizens and encourage participation.

Notification of General Public – The general public will be notified of public meetings through a number of methods: legal advertisement, press releases, website information, and flyers. A legal advertisement of public workshops/meetings will be placed in the News-Press at least fourteen days prior to the meeting. The news release will include detailed information regarding the location, time, and subject manner.

Public Comment Period – A public comment period of a minimum of fourteen days shall be provided prior to adoption of the TDP. The draft TDP document will be posted on the LeeTran and the Lee County MPO websites and advertisements of the draft document availability will be aired on local government television channels and in the News-Press. Comment forms will be posted on the LeeTran website, available at the LeeTran headquarters, and distributed upon request via e-mail, regular mail, or taken by phone based on the needs and communication methods of the requestor.

In accordance with the LeeTran Title VI Plan LEP criteria, where it is determined that a substantial number of residents in the planning area do not speak or read English proficiently, the public involvement tools that are utilized during the TDP development process will be produced in multilingual formats and/or interpreted at meetings or events to the degree that funding permits based on current laws and regulations.

The effectiveness of any plan depends upon its success in meeting the expectations of the public. A variety of public outreach initiatives will be completed during the development of the TDP to solicit public participation. Levels of participation for the listed activities will be included in the TDP to identify and review the effectiveness of the public outreach.

If you have any comments or questions about the LeeTran TDP public involvement process, please contact me or LaChant Barnett at 407-657-9210 or lbarnett@tindaleoliver.com.

Sincerely,



Wayne Gaither
Principal Planner

SEPTEMBER 20, 2016

The [Regular Meeting](#) of the Lee County [Board of County Commissioners](#) was held on this date with the following Commissioners present:

Franklin B. Mann, Chairman
 John E. Manning, Vice-Chairman
 Cecil L Pendergrass
 Larry Kiker
 Brian Hamman

The Chairman called the meeting to order at 9:30 a.m. The Invocation was given by Pastor Jeffrey DeYoe of Covenant Presbyterian Church, followed by the Pledge of Allegiance to the flag.

CEREMONIAL PRESENTATIONS

1. Presentation recognizing National Recovery Month
 (#20160509-COMMISSIONER PENDERGRASS)

Commissioner Pendergrass read and presented a Ceremonial Resolution proclaiming the month of September as National Recovery Month in Lee County and calling upon its citizens in observing this month with appropriate programs, activities, and ceremonies to support this year's Recovery Month, Join the Voices of Recovery; Our Families, Our Stories, Our Recovery! Lee County Coalition for a Drug-Free SWFL Chairman Jon Engh and Executive Director Deborah Comella, Deputy Chief Lisa Barnes, and Mary Fischer, accepted the Resolution and thanked the Board.

RECAP/ANNOUNCEMENTS

Referring to the [Agenda Recap Sheet](#) dated September 20, 2016, the Chairman announced that:

On Carry-over 2, Assistant County Manager/CFO Pete Winton stated to Change Section V. (A) in Services Agreement regarding Notice of Transfer of Services to read "The Notice shall be given not less than 60 days prior to effective date", instead of 120 days. Commissioner Hamman moved approval, seconded by Commissioner Pendergrass, called and carried.

PUBLIC COMMENT ON AGENDA ITEMS

The Chairman called for Public Comment, and the following citizens came forward:

- Item 1 – [Sean McCabe](#), Conservancy of SWFL representative
- Item 7 – [Chris Lopez](#), Realtor Association Housing Foundation representative
- Item 7 – [Betty Akatke](#), Director of Affordable Housing Foundation
- Item 9 – [Debbie Ardis](#), Fort Myers resident

THERE WERE NO AGENDA ITEMS PULLED FOR DISCUSSION BY THE INDIVIDUAL COMMISSIONERS.

The Chairman requested a motion to approve the balance of the agenda items, and Commissioner Hamman so moved, seconded by Commissioner Manning, called and carried.

AGENDA ITEMS

COMMUNITY DEVELOPMENT

- 1. Approve contract with AIM Engineering & Surveying, Inc. for Corkscrew Overlay Study** (\$20,224.60; Unspent DOT 15-16 operating budget; Not included in FY 15-16 budget.): Authorizes Phase 1 under Competitive Negotiation No. CN160192, Environmental Enhancement and Preservation Overlay Study, for a Professional Services Agreement (PSA) with AIM Engineering & Surveying, Inc. for \$20,224.60. The consultant will develop a detailed scope of services for a study of transportation proportionate fair-share costs of potential road improvements in the Environmental Enhancement and Preservation Communities Overlay in the Corkscrew Road area. Approval to move forward with Phase 2 will be considered on a future Board agenda once a scope is defined and costs determined.
 (#20160494-COMMUNITY DEVELOPMENT)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

CONSTITUTIONAL OFFICERS

- 2. Approve expenditures from revenues collected from fees and services**
(\$400,353.64; General Fund; Lee County Sheriff's Office; Revenues collected from fees and services.):
The Lee County Sheriff's Office collects fees from various services provided. The proceeds are then used to offset expenses such as for false alarms and overtime associated with background checks and fingerprinting services, vehicle repairs, equipment purchases and fuel.
(#20160480-SHERIFF'S OFFICE)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

- 3. Approve the Minutes for meetings of the Board of County Commissioners**
(No funding required.):
Approves the Minutes for meetings of the Board of County Commissioners.
(#20160507-CLERK OF COURTS)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

- 4. Approve and record County disbursements per Florida law**
(No funding required.):
Chapter 136.06(1), Florida Statutes requires that all County disbursements be recorded in the Minutes of the Board. This is for the check and wire registers viewable on the Clerk's website.
(#20160508-CLERK OF COURTS)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

COUNTY ATTORNEY

- 5. Direct Land Development Code (LDC) Regular Two-Year Cycle of Amendments to public hearing**
(No funding is required.):
Satisfies the Board policy to hold two public hearings to amend the LDC. Authorizes staff to advertise and conduct the first public hearing on October 18, 2016 at 5:00 p.m. and the second public hearing on November 15, 2016 at 9:30 a.m. (#20160473-COUNTY ATTORNEY)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

- 6. Approve mediated settlement in the personal injury case of Chaise Ballotti v. Lee County**
(\$95,000; Self-Insurance Loss Fund; Included in budget.):
Approve mediated settlement in personal injury case of Chaise Ballotti v. Lee County in the amount of \$95,000 inclusive of attorney's fees and costs. The settlement is within the sovereign immunity limits of Florida Statute § 768.28 and will be paid by the County's self-insurance loss fund. (#20160479-COUNTY ATTORNEY)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

- 7. Direct to public hearing an ordinance reducing the members on the Affordable Housing Committee**
(No funding is required.):
Directs to public hearing amendments to the SHIP Ordinance to decrease the number of members on the Affordable Housing Committee from eleven (11) to eight (8) to advance the efficiency and effectiveness of the committee in undertaking its duties. The amendment is consistent with the requirements for the committee established by F.S. 420.9076.
(#20160483-COUNTY ATTORNEY)

Commissioner Manning moved to defer this item, seconded by Commissioner Pendergrass, called and carried.

COUNTY LANDS

- 8. Accept Perpetual Canal Crossing Easement for Sheepshead Canal in Lehigh Acres**
(None. All recording fees and costs to be paid by Owner/Developer, KMJ Investment Group, LLC.):
Acceptance of a Perpetual Canal Crossing Easement for a vehicle/pedestrian crossing and the constructed improvements over and across Sheepshead Canal to facilitate the traffic flow along 5th Street West in Lehigh Acres. The crossing was constructed and paid for by KMJ Investment Group, LLC, pursuant to Development Order No. DOS2014-00084.

[\(#20160496-COUNTY LANDS\)](#)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

9. Accept bid to sell County-owned property located at 2259 Club House Road in North Fort Myers

(Revenue – Proceeds of the sale will be deposited into the Utilities Capital Improvement Fund.): The sale of surplus County real estate (vacant residential lot) for \$42,500; thereby, returning it to the tax roll, eliminating potential liability exposure, and eliminating costs for maintenance and insurance. The sale also recaptures funds expended by Utilities for demolition of the water plant structure and associated site restoration costs for this property. [\(#20160506-COUNTY LANDS\)](#)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

COUNTY MANAGER

10. Award contract for meeting sales promotion representation in the Midwest USA to Jerry Terp

(\$175,000; Tourist Development Tax; Included in budget.): Approves the evaluation committee recommendation of award and authorizes the execution of a contract with Jerry Terp for Request for Proposals No. RFP160364 Meeting Sales Promotion Representation – Midwest USA in an amount not to exceed \$175,000 for FY 2016/2017. Provides the Visitor and Convention Bureau (VCB) with an experienced representative to identify, foster and develop trade relationships with the meeting and incentive trade in the Midwestern region of the United States.

[\(#20160495-VISITOR AND CONVENTION BUREAU\)](#)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

11. Award contract for tourism advertising, program planning, creation and implementation

(\$11,850,000; Tourist Development Tax; Included in budget.): Approves the ranking of firms and authorizes the execution of a contract with the top ranked firm, MMGY Global, LLC, for Request for Proposal No. RFP160255 Tourism Advertising, Program Planning, Creation and Implementation, in an amount not to exceed \$11,785,297 for Fiscal Year 2016-2017. Provides the Visitor and Convention Bureau (VCB) with comprehensive advertising services to promote Lee County as a leading tourism destination. The initial contract term is three years and the fees will be negotiated annually.

[\(#20160497-VISITOR AND CONVENTION BUREAU\)](#)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

12. Award contract for meeting sales promotion representation in the Northeast USA

(\$136,500; Tourist Development Tax; Included in budget.): Approves the evaluation committee recommendation of award for Request for Proposals No. RFP160338 and authorizes the execution of a contract with Betsy Bush, LLC for meeting sales promotion representation in the Northeast USA for the Lee County Visitor & Convention Bureau (VCB). These travel industry services will focus on fostering and developing strong trade relationships within the meeting and incentive trade in the Washington, DC metro area including Virginia, Maryland and the Northeast US territory on behalf of the VCB. The negotiated contract price for Fiscal Year 2016-2017 is not to exceed \$136,500.

[\(#20160498-VISITOR AND CONVENTION BUREAU\)](#)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

13. Approve an agreement with Lee County School Board for the Saturday Driver's Education Program

(\$49,294.13; Included in FY15-16 budget.): Releases \$49,294.13 from the funds collected through Lee County Ordinance No. 02-28 Dori Slosberg Driver Safety Education Act, and approves an agreement with the Lee County School Board for use of the funds for its Drivers Education Fall Saturday Program. These funds will be used for direct educational expenses for the program running from September 10, 2016 through December 10, 2016 at 13 high schools. The programs are anticipated to serve an estimated 156 students over the ten-week period. [\(#20160505-COUNTY MANAGER\)](#)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

14. Approve extension of agreement with Fort Myers for fire protection for Maravilla/Marvaez

MSTU

(\$31,600; Maravilla MSTU Fund; Included in FY16-17 budget.):

Approves extension of the Interlocal Agreement between Lee County and City of Fort Myers to provide continued fire protection to the Maravilla/Marvaez enclave area by the City of Fort Myers Fire Department for the period October 1, 2016 through September 30, 2017 based on final taxable value provided by the Property Appraiser using a millage rate of 4.0000 mills. ([#20160514](#)-COUNTY MANAGER)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

15. Approve removal of accounts receivable balances considered to be inactive and uncollectible

(No funds required. This action is required for the Comprehensive Annual Financial Report (CAFR) and allows for the write-off of uncollectable/inactive receivables (signaling intention to stop future collection attempts). This action does not have any impact on current cash accounts, net assets, reserves or projected revenue for FY16-17.):

A) Department of Transportation \$66,739.88; B) Transit \$3,678.35; C) Library \$200,336.04; D) Natural Resources \$147.00; E) Solid Waste \$8,669.80; F) Animal Services \$10,195.50; G) Utilities \$156,195.99; H) Public Safety \$23,381,788.99. In the case of Public Safety (EMS), \$15,225,923.12 (65%) of the write-off is for "contractual allowances", meaning EMS transport fees are above what Medicaid and Medicare will legally reimburse. The County understands it will not receive the full charge when it is billed. For financial reporting purposes, to accomplish these write-offs, accounts receivable are reduced and a corresponding "allowance for bad debt" is reduced. The net impact to financial position is \$0. ([#20160515](#)-COUNTY MANAGER)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

16. Approve purchase of property, excess casualty, and all other ancillary insurance policies

(\$3,222,748; General Liability Self-Insurance Fund; Included in FY 16-17 budget.):

The expenditure of \$3,222,748 is necessary in order to secure and bind property and excess casualty (liability and workers' compensation) insurance coverage for fiscal year 16-17. These coverages provide financial protection to the County against various unexpected property and casualty type losses. This represents a reduction of 1.5% from FY 15-16.

([#20160516](#)-COUNTY MANAGER)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

17. Approve purchase of property insurance coverage for Toll Bridges

(\$719,460; Enterprise Fund; Included in FY 16-17 budget.):

The expenditure of \$719,460 is necessary in order to secure and bind insurance coverage for fiscal year 16-17. This coverage provides financial protection to the County against various unexpected property type losses. This is a reduction of 8.3% from FY 15-16.

([#20160517](#)-COUNTY MANAGER)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

18. Approve purchase of excess liability insurance coverage

(\$183,035; Enterprise Fund; Included in FY 16-17 budget.):

As a condition of the agreement between Lee County and FPL for the high-voltage interconnection switching station at the Waste to Energy (WTE) facility, a separate standalone excess insurance policy is required. The expenditure of \$183,035 is necessary in order to purchase/bind this standalone excess insurance policy and continue coverage as required by the contract. This represents the same costs as FY 15-16. ([#20160518](#)-COUNTY MANAGER)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

19. Approve extension of interfund loan to Lee Transit for cash flow purposes

(No additional funding required.):

Approves the extension of a \$656,000 interfund loan as required by Administrative Code AC-3-4, for an additional one year period. The short-term loan is for cash flow purposes while awaiting a year-end grant. ([#20160520](#)-COUNTY MANAGER)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

FACILITIES CONSTRUCTION AND MANAGEMENT**20. Approve an agreement for Caloosahatchee Regional Park maintenance building**

construction

(\$480,062; Regional Park Impact Fees; Included in FY 15/16 budget.):

Approves a construction management agreement with Westco Builders of Florida, Inc. (a local contractor) for \$480,062 for the construction of a 3,000 square-foot maintenance building at Caloosahatchee Regional Park. The total estimated cost which includes design, permits and construction is \$536,600 and will be funded by regional park impact fees. An additional \$190,000 is needed to fund this project for the hiring of a construction management firm and also for the inclusion of fire protection and life safety equipment.

[\(#20160500-FACILITIES CONSTRUCTION AND MANAGEMENT\)](#)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.
RESOLUTION NO. 16-09-28

21. Approve an agreement for Terry Park maintenance building construction

(\$269,151; Regional Park Impact Fees and Capital Improvement Fund; Included in the FY 15/16 budget.):

Approves the construction management agreement with Westco Builders of Florida, Inc. for \$269,151 for the construction of a 3,000 square foot maintenance building at Terry Park. The total cost to design, permit and construct the facility is \$292,000. An additional \$42,000 is needed to fund this project for the hiring of a construction management firm.

[\(#20160501-FACILITIES CONSTRUCTION AND MANAGEMENT\)](#)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.
RESOLUTION NO. 16-09-29

22. Award Formal Bid for Ortiz Correctional Center & Lakes Library Chiller Replacement

(\$352,633; General Fund; \$140,725; Library Ad Valorem; Included in FY 15/16 budget; [Budget Transfer](#)):

Awards Formal Bid No ITB-160439/AB Ortiz Correctional Center & Lakes Library Chiller Replacement to Page Mechanical Group, Inc., in the amount of \$493,358 to remove the existing, aging chillers and install new chillers at the Ortiz Correctional Center and the Lakes Regional Library. Replacement of the chillers was planned and budgeted.

[\(#20160502-FACILITIES CONSTRUCTION AND MANAGEMENT\)](#)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

HUMAN SERVICES**23. Accept additional Supportive Services for Veteran Families (SSVF) funds in the amount of \$28,000**

(\$28,000; General Fund; Not included in the current budget.):

Accepts additional Supportive Services for Veteran Families (SSVF) funds in the amount of \$28,000. Funding will provide case management, housing stabilization and financial assistance towards economic self-sufficiency for an additional 10-15 veteran households experiencing homelessness. There is not match requirement. [\(#20160421-HUMAN SERVICES\)](#)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.
RESOLUTION NO. 16-09-30

NATURAL RESOURCES**24. Award Formal Bid for Analytical Laboratory Services**

(\$32,000 (estimated); General Fund; Included in budget.):

Awards Formal Bid No. ITB-160360/AB for the supply of Analytical Laboratory Services to Southern Analytical Laboratories, Inc. as the primary vendor, and Pace Analytical Services Inc., as the secondary vendor, for a period of one year, for use on an as-needed basis. This agreement will provide the Environmental Lab with a vendor that can perform tests that cannot be done "in house" (the County lacks the required equipment, certifications, staffing, etc.) and in the event that a piece of equipment breaks down at the Lab. Approval of the agreement will allow for a broader range of water quality testing and continuity of service in the event of a break-down. Annual expenditures for these services during Fiscal Year 2014-2015 were \$28,886.

[\(#20160490-NATURAL RESOURCES\)](#)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

PARKS AND RECREATION

- 25. Approve Daniels Preserve at Spanish Creek Land Management Plan, Second Edition** (\$20,600 annually; CIP-Environmentally Sensitive Land Management; Included in budget.): The recently completed ten year update of Daniels Preserve at Spanish Creek Land Management Plan, Second Edition, outlines management and recreational objectives, describes what has occurred, on-going projects and future management plans. ([#20160472](#)-PARKS AND RECREATION)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

- 26. Consider renaming Galt Preserve on Pine Island in honor of Phil Buchanan, a Pine Island resident** \$5,000; Capital Improvement Environmentally Sensitive Land Management Fund; Not included in budget. Honors Phil Buchanan's contributions to Pine Island. ([#20160523](#)-PARKS AND RECREATION)

County Manager Roger Desjarlais stated that Staff had recommended to name a hiking trail at Galt Preserve in honor of Phil Buchanan. The Chairman called for public comment, and the following citizens came forward:

[Roger Wood](#), President of Greater Pine Island Civic Association ([Letter](#))
[Cesar Sanchez](#), Pine Island resident
[Robert Kellen](#), St. James City resident
[Bonnie Kellen](#), St. James City resident

Commissioner Manning stated that he disagreed with the Staff recommendation, and moved renaming the Galt Preserve to the Phil Buchanan Preserve, seconded by Chairman Mann. The motion failed with Commissioners Pendergrass, Kiker and Hamman against. A follow-up motion was made, and Commissioner Pendergrass moved naming the hiking trail in the Preserve to Phil Buchanan Preserve, seconded by Commissioner Kiker. Following brief Board discussion, the motion was called and carried.

PROCUREMENT MANAGEMENT

- 27. Award Formal Bid for County Wide Moving Services** (Funding in accordance with County's adopted budget; Available from various department accounts.): Awards Formal Bid No. ITB-160308, County Wide Moving Services, to Precision Contents, Inc. for moving services and supplies on an as-needed basis. Fiscal Year 2014/2015 spend for these services was \$78,011.41. ([#20160489](#)-PROCUREMENT MANAGEMENT)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

- 28. Approve the selection of firms for Environmental Maintenance Contract (Exotic Plant Control)** (Funding in accordance with County's adopted budget; Available within specific project budgets.): Awards Request for Proposal No. RFP160333, Environmental Maintenance Contract. Approval supplies Lee County with nine firms capable of providing professional environmental contracting services for miscellaneous projects involving exotic plant control, native plant installation for restoration, and habitat restoration. This list shall remain in effect for two years. Staff will negotiate with these firms on an as-needed, project-by-project basis. Fiscal Year 2014-2015 expenditures for these services were \$1,287,261.01. ([#20160503](#)-PROCUREMENT MANAGEMENT)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

- 29. Approve extensions of contracts for Parking Monitoring and Security Services Countywide** (Funding available within the County's adopted budget from individual department accounts as needed.): Extends the terms of Annual Contracts Q-110253 Parking Monitoring Services and B-140097 Security Services – Countywide until new bids are received and awarded. Provides staff time to process a new solicitation. ([#20160521](#)-PROCUREMENT MANAGEMENT)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

PUBLIC SAFETY

- 30. Approve Single Source contract for Computer Aided Dispatch & Mobile Data Computer**

maintenance

(\$187,020; General Fund; Included in FY 16-17 operating budget.):

Approves Single Source No. SS160555, providing a renewal of a support contract that allows Public Safety to continue to utilize its existing provider, [Motorola Solutions, Inc.](#), to provide 24/7 support for system repairs, preventative maintenance, system updates, and other actions required to keep Emergency Dispatch's Computer Aided Dispatch (CAD) and Lee County Emergency Medical Services and Fire Services Mobile Data Computer (MDC) systems operating at optimal levels. The renewal term is for one year through September 30, 2017 for a total cost of \$187,020. ([#20160499](#)-PUBLIC SAFETY)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

TECHNOLOGY SERVICES**31. Approve annual purchase of Cisco hardware, support and maintenance**

(As approved in the departments' annual adopted budgets.):

Authorizes annual purchase of standardized Cisco hardware, support and maintenance on an as-needed basis in support of enterprise-wide computer hardware, networking equipment, and services through Florida State Term Contract. Purchases can be made from Cisco Systems, Inc. or any of the authorized partners listed on the State Contract. The contract will be available for use Countywide, as approved in the departments' annual approved budgets, through its expiration date of May 30, 2019 and through any contract extensions approved by the State. While spending varies year-to-year, Fiscal Year 2015/2016 spend for these services was approximately \$610,000 for Cisco equipment. ([#20160488](#)-TECHNOLOGY SERVICES)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

TRANSPORTATION**32. Approve a Landscape Agreement with FDOT for landscaping installed at SR 80/I-75 Interchange**

(\$14,000 in added maintenance, Unincorporated MSTU (Transportation Trust); Included in budget.):

Authorizes the Chair to sign a Landscape Maintenance and Installation Agreement which will allow Lee County DOT to maintain the landscaping installed by FDOT at the SR 80 and I-75 Interchange. ([#20160484](#)-TRANSPORTATION)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.
RESOLUTION NO. 16-09-31

33. Approve a Landscape Agreement with Cypress Walk Neighborhood Association

(No funding required; Cypress Walk responsible for all costs.):

Executes a Landscape Maintenance and Installation Agreement between Lee County and Cypress Walk Neighborhood Association. This Agreement defines the terms in which Cypress Walk will be responsible for the installation and maintenance of landscaping at the entrance to the community on Preserve Landing Drive at Ben C. Pratt/Six Mile Cypress Parkway. The Association shall install and maintain the landscape and irrigation improvements in cooperation with DOT, and in accordance with the Lee County Roadway Landscape Master Plan. The Association is responsible for all costs. ([#20160486](#)-TRANSPORTATION)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

34. Approve an agreement for Big Carlos Pass Bridge Replacement Project Development & Study

(\$2,310,820; Sanibel Surplus Tolls; Included in budget.):

Authorizes a Professional Services Agreement (PSA) with Kisinger Campo & Associates, Corp. for Competitive Negotiation No. CN160002, Big Carlos Pass Project Development & Environment Study. Under the PSA, the consultant will perform engineering services for the Big Carlos Pass bridge project to include performing environmental and structural analysis; conducting public involvement/information meetings; obtaining and analyzing traffic data; developing conceptual design plans; coordinating utilities; determining right-of-way impacts; and developing cost estimates, for a total amount of \$2,310,820. Waives Section 3 of Ordinance 92-22, allowing the consultant to conduct preliminary engineering and environmental studies, and to design the improvements. ([#20160487](#)-TRANSPORTATION)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

35. Approve ranking for Homestead Road Widening Construction Engineering and Inspection Services

(No funding required; A negotiated contract will come back for Board consideration.): Approves the ranking of consultants and authorizes negotiations of a Professional Services Agreement (PSA) with the top ranked consultant for Competitive Negotiation No. CN160279 Homestead Road Widening Construction Engineering and Inspection Services from Sunrise Boulevard to Alabama Road. Professional services will include: providing personnel to oversee all construction activities, coordinate shop drawing reviews, post design services/as-builts and requests for information; maintaining project records; providing public involvement; providing materials testing; and facilitating coordination with other entities such as utility companies, contractors, governmental agencies, and Lee County staff to ensure that the project is constructed in accordance with plans, specifications and contract documents. Negotiated services will be brought back to the Board for approval. The total estimated cost of this project is \$26,000,000 and will be funded using gas taxes, impact fees and growth increment funding. ([#20160510](#)-TRANSPORTATION)

Commissioner Hamman moved approval, seconded by Commissioner Manning, called and carried.

WALK-ON AGENDA

1. Authorize legal action vs. Lake Jefferson LLC to prevent flooding due to unauthorized digging

(Court costs not to exceed \$1,000.): Filing an emergency lawsuit against Lake Jefferson, LLC, will provide the County an additional avenue to require abatement of the code enforcement issues cited through Notice of Violation VIO2016-14340. The County hopes to minimize or avoid potential flooding damage to surrounding properties due to Lake Jefferson's unlawful excavation of a pond and construction of a berm around the pond which blocked and removed part of the County maintained drainage ditch. ([#20160530](#)-COUNTY ATTORNEY)

County Attorney Richard Wm. Wesch had a request by his office on behalf of the County to authorize commencing legal action against Lake Jefferson LLC should it become necessary. Lake Jefferson LLC had committed some unpermitted and unauthorized certain activity that could result flooding in the surrounding neighbors. The Chairman called for public comment; however, no one came forward. Commissioner Manning moved approval, seconded by Commissioner Hamman, called and carried.

CARRY-OVER AGENDA

1. Approve an agreement for Distribution of Local Option Gas Taxes with the Village of Estero

(Local Option Gas Taxes (5 cents and 6 cents).): Provides new agreement for distribution of local option gas taxes to the Village for the period of October 1, 2016 to August 31, 2017. The Village's percent is proposed to be 2.54%, the same percentage, terms, and conditions as the existing agreement. ([#20160467](#)-COUNTY MANAGER)

CARRY-OVER NUMBERS 1, 2, AND 3 WERE HEARD SIMULTANEOUSLY

County Manager Roger Desjarlais noted that Carry-over numbers 1, 2 and 3 are agreements with the Village of Estero. No. 1 is the Tax Agreement; No. 2 is the Services Agreement; and No. 3 is the Solid Waste Agreement. These agreements had been passed by the Village of Estero unanimously. The Chairman called for public comment; however, no one came forward. Commissioner Kiker moved approval of the three (3) items, seconded by Commissioner Manning, called and carried. Commissioner Kiker thanked the folks of the Village and Staff working for over a year on the budget and others.

2. Approve an agreement with the Village of Estero providing for Municipal Services

(Village of Estero, annual contract amount of up to \$2,902,870 (\$241,906 per month).): Provides the Village with services for the time period described in the agreement and may be extended upon mutual agreement. ([#20160478](#)-COUNTY MANAGER)

CARRY-OVER NUMBERS 1, 2, AND 3 WERE HEARD SIMULTANEOUSLY

County Manager Roger Desjarlais noted that Carry-over numbers 1, 2 and 3 are agreements with the Village of Estero. No. 1 is the Tax Agreement; No. 2 is the Services Agreement; and No. 3 is the Solid Waste Agreement. These agreements had been passed by the Village of Estero unanimously. The Chairman called for public comment; however, no one came forward. Commissioner Kiker moved approval of the three (3) items, seconded by Commissioner Manning, called and carried. Commissioner Kiker thanked the folks of the Village and Staff working for over a year on the budget and others.

3. Approve agreements with the Village of Estero for Municipal Solid Waste Services and collection of Solid Waste Disposal Facility Assessments

(No funding required.):

Provides the Village of Estero continued Municipal Solid Waste Services and allows the County to collect Solid Waste Disposal Facilities Assessments within its boundaries through September 30, 2020, per the request of the Village. If system capacity is available, the Village may negotiate an extension of these agreements for continued services. ([#20160474-SOLID WASTE](#))

CARRY-OVER NUMBERS 1, 2, AND 3 WERE HEARD SIMULTANEOUSLY

County Manager Roger Desjarlais noted that Carry-over numbers 1, 2 and 3 are agreements with the Village of Estero. No. 1 is the Tax Agreement; No. 2 is the Services Agreement; and No. 3 is the Solid Waste Agreement. These agreements had been passed by the Village of Estero unanimously. The Chairman called for public comment; however, no one came forward. Commissioner Kiker moved approval of the three (3) items, seconded by Commissioner Manning, called and carried. Commissioner Kiker thanked the folks of the Village and Staff working for over a year on the budget and others.

4. Adopt LeeTran 2016 Transit Development Plan

(No funding required.):

Complies with the Florida Department of Transportation (FDOT) planning requirement and provides a strategic plan for LeeTran. The creation and adoption of this document is required to remain eligible for State of Florida Public Transit Block Grants funds. The Transit Development Plan must be submitted to the FDOT District Office on or before September 1, 2016.

([#20160411-TRANSIT](#))

Assistant County Manager Dave Harner noted that this item is to adopt the Lee Tran Development Plan for funding. It is required to receive grant funding. The Chairman called for public comment, and the following citizen came forward:

Sean Deplet, Fort Myers resident

Commissioner Kiker moved approval, seconded by Commissioner Manning, called and carried.

COMMISSIONERS' ITEMS

LEE COUNTY PORT AUTHORITY EXECUTIVE DIRECTOR POSITION – Commissioner Manning noted the following four (4) finalists for RSW chief:

Kevin A. Dillon, Executive Director, Connecticut Airport Authority
 Jeff Mulder, Director of Airports in Tulsa, Oklahoma
 Mark D. VanLoh, Director for Kansas City (Missouri) Aviation Department
 Victor D. White, Director of Airports, Wichita (Kansas) Airport Authority

Internal interviews are tentatively scheduled at the airport on October 17 and 18, 2016.

SIDNEY AND BERNE DAVIS ART CENTER – Commissioner Hamman stated that he and the Board had received a request from Sidney and Berne Davis Art Center for funding support of the final phase of the restoration of said center. This project is also supported by Senator Lizbeth Benacquisto. The total amount for the project is \$470,000.00. What the Center is asking from the Board is if they could help a match in the amount of \$200,000.00. Board discussion ensued. VCB Executive Director Tamara Pigott clarified the funding issues. CEO of Sidney and Berne Davis Art Center Jim Griffith further explained and clarified on the funding issues.

NOMINATION OF THE GREATER CHARLOTTE HARBOR COASTAL WETLANDS – Chairman Mann referred to a letter of the Board supporting the nomination of the Greater Charlotte Harbor Coastal Wetlands as a Ramsar Wetland of International Importance. At the request of the Chairman, Natural Resources Director Roland Ottolini further explained that this designation would provide a non-regulatory approach to raise awareness about the ecological value of the site, increase support for local conservation and preservation and bring more funding opportunities to the area for restoration, management, land acquisition and scientific research.

WATER QUALITY ISSUE – Commissioner Kiker asked for an update on the water quality issue. Assistant County Manager Glen Salyer stated that the Senate had passed the 2016 water, and it is now with the House and it does include the Central Everglade Planning.

FLOOD INSURANCE – Responding to Commissioner Kiker on the increase in flood insurance bill, Assistant County Manager Glen Salyer stated that the non-grandfathered policies are subject to 18 to 23% increases in premium right now, and it does not need to be re-authorized before it expires the Fall of 2017. A bill will be drafted by the House Committee for introduction early in the mid-calendar year.

COMMITTEE APPOINTMENTS

Commissioner Mann requested a motion to re-appoint Bill deDeugd to the **EXECUTIVE REGULATORY OVERSIGHT COMMITTEE**. Commissioner Manning moved approval, seconded by Commissioner Hamman, called and carried.

Commissioner Manning moved to re-appoint Paula McMichael and Richard Ibach to the **LAND DEVELOPMENT CODE ADVISORY COMMITTEE**, to re-appoint Roger Ward and Sharon Murphy to the **DISTRICT 8 HEALTH PLANNING COUNCIL**, and to re-appoint Darin Larson to the **EXECUTIVE REGULATORY OVERSIGHT COMMITTEE**, seconded by Commissioner Hamman, called and carried.

Commissioner Pendergrass moved to re-appoint Bill Ennen to the **EXECUTIVE REGULATORY OVERSIGHT COMMITTEE (ERO)**, to appoint John Sibley and Lee Coleman to the **PAGE PARK STREETLIGHTING COMMITTEE**, and to appoint TJ Cannamela to the **CONSERVATION LAND ACQUISITION & STEWARDSHIP COMMITTEE**, seconded by Commissioner Hamman, called and carried.

Commissioner Kiker moved to re-appoint Matthew Petra to the **EXECUTIVE REGULATORY OVERSIGHT COMMITTEE**, seconded by Commissioner Manning, called and carried.

Commissioner Hamman moved to re-appoint Bob Knight to the **EXECUTIVE REGULATORY OVERSIGHT COMMITTEE**, and to re-appoint Thomas McLean to the **LAND DEVELOPMENT CODE ADVISORY COMMITTEE**, seconded by Commissioner Manning, called and carried.

AT THIS TIME CHAIRMAN MANN LEFT THE MEETING FOR THE DAY.

COUNTY MANAGER ITEMS

County Manager Roger Desjarlais had no items to be discussed.

COUNTY ATTORNEY ITEMS

County Attorney Richard Wm. Wesch updated the Board pertaining to the River Hall issue. The final hearing in Tallahassee will be on October 4, 2016. County Staff will be appearing before the Cabinet Aides in their meeting on September 27, 2016. Chairman Mann indicated his intention to be at that hearing. Attorney Wesch stated that his office and some other representatives will be attending both dates. Commissioner Hamman volunteered to be at the October 4th hearing, and Commissioner Kiker moved approval for Commissioner Hamman's attendance, seconded by Commissioner Pendergrass, called and carried, with Commissioner Mann absent.

PUBLIC PRESENTATION OF MATTERS BY CITIZENS

The Vice Chairman called for public presentation of matters by citizens and the following came forward:

Cape Coral resident [Kay Haering](#)
 Cape Coral resident [Jeanne Jain](#)
 Lehigh Acres resident [Theresa Park](#)
 Lehigh Acres resident [Charles Edwards](#)
 Lehigh Acres resident [Larry Burgers](#)
 Lehigh Acres resident [Cheryl Burgers](#)
 Lehigh Acres resident [Pamela Limes](#)
 Conservancy of SWFL representative [Amber Crooks](#)
 Lehigh Acres resident [Oscar Esquilin](#)
 Lehigh Acres resident [Joyce Hayley](#)
 Lehigh Acres resident [Carmen Ramirez](#)
 Lehigh Acres resident [Ryan Barkdall](#)

COMMISSIONERS WORKSHOP UPDATE

The Vice Chairman called for public comment on the Commissioner's Work Session and County Manager Roger Desjarlais stated that there will be no Work Session this afternoon at 1:30 p.m., instead the FY2016-17 Final Budget Public Hearing will be this afternoon at 5:05 p.m.

The Vice Chairman adjourned the meeting at 11:16 a.m.

ATTEST:
LINDA DOGGETT, CLERK

Deputy Clerk

Chairman, Lee County Commission



August 15, 2016

John Manning
District One

Cecil L. Pendergrass
District Two

Larry Kiker
District Three

Brian Hamman
District Four

Frank Mann
District Five

Roger Desjarlais
County Manager

Richard Wm. Wesch
County Attorney

Donna Marie Collins
Hearing Examiner

Debi Stephens, Transit Project Coordinator
Florida Department of Transportation, District One
10041 Daniels Parkway
Fort Myers, Florida 33913

RE: Lee County Transit (LeeTran) FY2017-2026 Transit Development Plan (TDP) Major Update - Request for an Extension

Dear Ms. Stephens:

As we discussed via telephone, a draft of the TDP major update is available online, but approval of the update will be completed by our Board of County Commissioners after the September 1, 2016 submission deadline. The draft TDP was available online as of August 3, 2016. To allow for adequate time for public involvement activities that encompassed a review and comment period on the draft TDP major update by the general public, along with scheduling presentations to the Lee County Metropolitan Planning Organization (MPO) committees and Board and approval by the Lee County Board of County Commissioners, LeeTran is requesting a time extension for submittal of the TDP for the following reasons.

The MPO Board meeting will be canceled in August 2016 due to lack of quorum; therefore, allowing the TDP to be submitted by November 1, 2016 will provide an opportunity for the MPO Board's input in September 2016. This time extension will also afford the general public a greater amount of time to review and comment on the draft TDP, prior to the Lee County Board of County Commissioners taking action on the draft TDP document. LeeTran is requesting an extension to submit the approved TDP major update document by November 1, 2016.

The documentation necessary for the Block Grant application will be prepared as soon as possible and will meet the FDOT Block Grant deadline. We are aware that block grant funding will not be available until the TDP requirement is met.

Please let me know that this request for a time extension is acceptable so that we may proceed with this timeline. If you have any comments or questions about the LeeTran TDP request for an extension on submittal of an approved TDP document, please feel free to contact me at your convenience.

Sincerely,


Steven L. Myers
Lee County Transit Director

Cc: Wayne Gaither



Florida Department of Transportation

RICK SCOTT
GOVERNOR

801 North Broadway
Bartow, FL 33830

JIM BOXOLD
SECRETARY

August 18, 2016

Mr. Steve Myers, Transit Director
LeeTran
3401 Metro Parkway
Fort Myers, Florida
33901

RE: FY 2016-2017 Transit Development Plan Extension Request

Dear Mr. Myers:

This letter pertains to the LeeTran's request for an extension of LeeTran's 2016 Transit Development Plan Major Update dated August 15, 2016. The extension date to submit the adopted TDP to the Department for review is November 1, 2016.

The Department concurs with LeeTran's request for an extension for the FY 2016-2017 Transit Development Plan Major update according to Chapter 14-73, F.A.C. which states that late filed TDP's will be accepted if extenuating circumstances beyond the provider's control exist and the District Office is able to complete its review and approval process by the last business day in December 2016.

Please submit LeeTran's adopted FY 2016-2017 Transportation Development Plan Major Update to the Department by November 1, 2016. Once the adopted TDP is submitted, the Department has 60 days to notify the provider of compliance with Chapter 14-73, F.A.C.

If you have any questions, please contact me at (239)225-1982 or via email at debra.stephens@dot.state.fl.us.

Sincerely,

Debra Stephens
Transit Projects Coordinator

Cc: Lee Combs, Grants Analyst, LeeTran
Wayne Gaither, Planner, LeeTran
Richard Shine, District Public Transit Administrator, FDOT